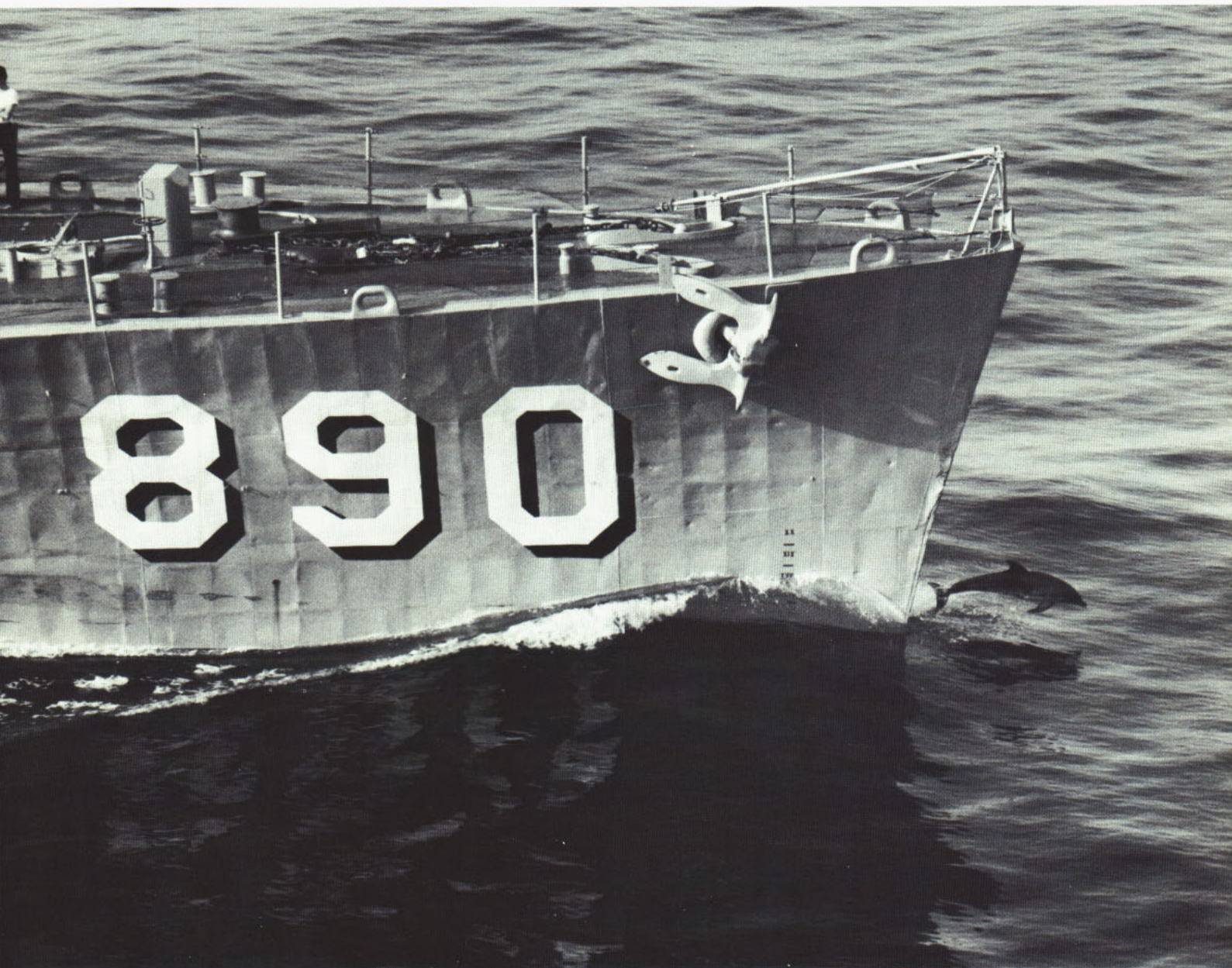


# ALL HANDS

FEBRUARY 1978







*Destroyer Escort—A dolphin leads the way for USS Meredith (DD 890) off Puerto Rico, during Operation Computex last year. Photo by PH1 Terry C. Mitchell.*

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FEBRUARY 1978  
NUMBER 733

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Front: Commander Ira H. Coen, Jr., has the conn aboard the nuclear-powered attack submarine *USS Hawkbill* (SSN 666) off Hawaii. Photo by LT Franklin D. Peele.

Back: Mrs. Dolph Briscoe, wife of the Governor of Texas, christens the nuclear-powered guided missile cruiser *USS Texas* (CGN 39). See page 4. Photo by PHAN William F. Flynn.

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# Currents

## Electronic Technicians Needed

**for Surface Nuclear Program** ● The Navy is looking for petty officer grade electronic technicians (ETs) who want to serve as reactor operators aboard nuclear-powered surface ships. The ETs are needed for the Navy's projected expansion of the surface nuclear fleet, especially in *Virginia* and *California* class cruisers. Interested ETs must have four to eight years of service, proven performance as technicians and demonstrated leadership ability. Applicants accepted for the program will get one year of nuclear-power training and then serve as reactor operators aboard nuclear-powered surface ships. Graduates will be required to serve a minimum of three years at sea after they complete the training. Nuclear trained personnel currently receive significant financial incentives, including the maximum amount authorized for shortage specialty (proficiency) pay and the maximum allowed for reenlistment bonuses. The nuclear propulsion program also offers a unique opportunity for theoretical and practical training in nuclear reactor physics and reactor control electronics. Applications should be submitted via the commanding officer to the Chief of Naval Personnel (Pers 5N). Further details are in BuPersNote 1520 of Dec. 3, 1977.

## California, Hawaii Residents

**to Have State Tax Withheld** ● California and Hawaii are the latest additions to the growing list of states that have asked the Defense Department to withhold state income taxes from the paychecks of their military residents. In California, the tax will be withheld only while military people who are California residents are stationed in that state. The withholding program started Dec. 1 for Hawaii and Feb. 1 for California. These additions bring to 29 the number of states participating in the state income tax withholding program.

## First Quarter FY 78

**Recruiting Results Announced** ● The Navy Recruiting Command attained 91 percent of its One-Navy enlisted programs goals for the first quarter of FY 78. Eighty-one percent of the 17,859 active duty, non-prior service, men and women recruited were high school graduates and 88 percent were eligible to attend Navy Class "A" School. The One-Navy recruiting goal for FY 78 is 94,735.

## Navy Relief Society

**Offers Loans for Education** ● Interest free loans to aid dependent children of Navy and Marine Corps servicemen in obtaining a college education or vocational training are available through the Navy Relief Society. Total school loan limit is \$6,000 with a maximum yearly loan limit of \$1,500. Approval of loans is based on the student's need as determined by family size and income. Applications for 1978-79 school year loans may be obtained by writing Navy Relief Society, Room 1228, 801 N. Randolph Street, Arlington, Va. 22203. Deadline for requesting applications is March 15.



## LANTFLT Ships

**Make Africa/South America Deployment** ● Three U.S. Atlantic Fleet ships manned by 1,555 Navy men and Marines currently are visiting several West African countries, two South American cities and two Caribbean ports during a 10-week training deployment to the South Atlantic. USS *Inchon* (LPH 12), USS *Spruance* (DD 963) and USS *Valdez* (FF 1096) began the deployment Jan. 16 when they departed the United States for Africa. In addition to independent and task group training operations, the U.S. ships also may participate in small-scale combined exercises with some host military units. The task group is scheduled to return stateside in early April.

## Navy Prepared

**If Sea Duty for Women is Approved** ● The Bureau of Naval Personnel has developed a plan to assign women to certain non-combatant ships permanently, and temporarily to any ship not expected to be engaged in combat. This would be contingent upon Congressional approval of a Navy proposed amendment to the federal law. The plan calls for women to fill from a minimum of 25 percent, up to a maximum of 50 percent of the billets on certain ships designated for permanent duty for women. Initially, however, the minimum percentage will be somewhat lower than 25 percent. This results from a shortage of enlisted women in skills not traditionally performed by women in the past, the small number of senior women petty officers, and the need for women officers to acquire sea experience prior to assignment to top leadership positions like department head. Ship types on which women will be eligible to serve for permanent duty are: destroyer tenders, submarine tenders, the training aircraft carrier, oceanographic vessels, fleet tugs and rescue ships. All ship types could be considered for temporary additional duty assignments.

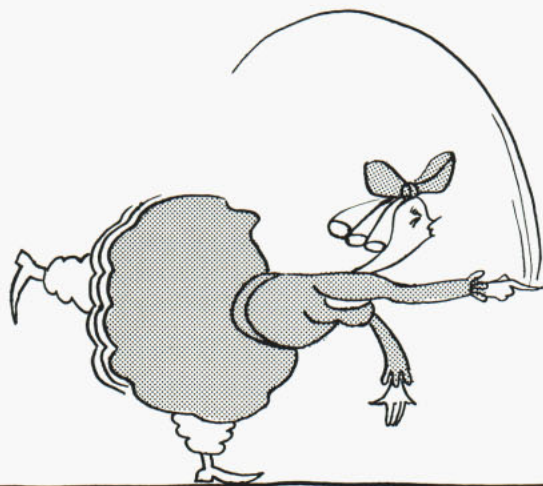
## U.S. Ships

**Aid Burning Freighter** ● U.S. Navy units of the Sixth Fleet last month rescued 43 persons from an Indian freighter burning 30 miles southeast of Sicily. The freighter had been spotted by an S-3 aircraft on routine patrol from the aircraft carrier USS *Nimitz* (CVN 68). Within an hour of the sighting, USS *South Carolina* (CGN 37) and USS *Bigelow* (DD 942) were at the scene rendering assistance and evacuating the crew from the ship. All major fires were brought under control in about 12 hours. During the rescue effort an SH-3H helicopter from *Nimitz* crashed. All four crewmembers were rescued. Thirty-two of the survivors of the freighter fire were taken to Augusta Bay, Sicily, while the other 11, including the ship's master and first mate, were returned to the freighter. USS *Richard L. Page* (FFG 5) remained at the scene until a commercial tug arrived to tow the freighter to port.

## Navy To Investigate

**Acoustic Phenomena** ● The Defense Department has requested that the Navy conduct an investigation of recent incidents of unexplained acoustic phenomena off the East Coast of the United States. The mysterious atmospheric explosions have been recorded by scientists at Columbia University's Lamont-Doherty Geophysical Observatory and the Weston Seismic Network. The investigation, headed by the Chief of Naval Research, will be conducted primarily by the Naval Research Laboratory in coordination with federal and private agencies. A final report on the Navy's investigation is due early next month.





# Blood, Wine & Water

BY ED JOHNSON

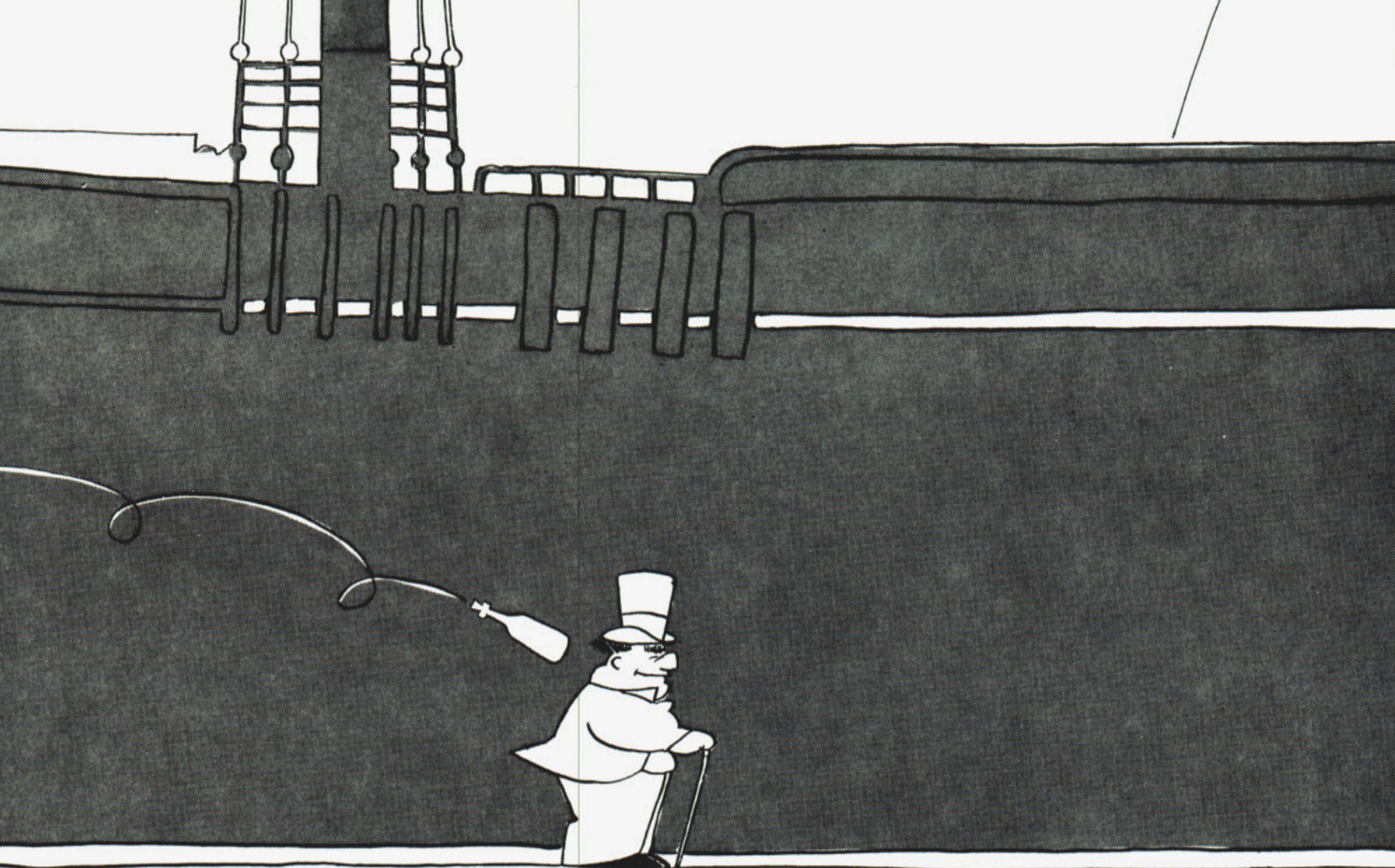
"Sailors belong on ships and ships belong at sea" chimes the Old Navy adage, but, even way back then, each of those ships was christened.

Though seagoing vessels have changed over the ages, the care given each christening has not. To this day, many believe that anyone who violates a launching ritual, places a curse on a new ship. Each ship must be properly blessed in order to be protected.

Amid fanfare, speeches, and benedictions, every 20th century Navy ship is christened and formally receives her name as she sits ready to enter the water. The woman designated as ship's sponsor performs the christening rite which begins, "I christen thee . . . in the name of the United States of America." The sponsor then draws back the net-encased bottle, usually champagne, and smashes it against the bow.

Properly christened, the newly named vessel slips down the greased shipways, her bunting and streamers





whipping in the wind. Protocol having been observed, another ship will sail without a curse.

Though ship launching ceremonies have been standardized for the most part regardless of location or type of ship, centuries ago the protocol depended on the country where the launching took place and the attitude toward each country's particular deity.

Sometimes, however, common sense prevailed and ceremonies were changed as the need for change was perceived. For example, after a mishap occurred in a 19th century launching in England, a seemingly insignificant but permanent alteration was made—the christening bottle was secured by a lanyard to the ship's stem. This change was instituted when a sponsor—whose eyesight was none too keen to begin with (according to witnesses)—swung the unsecured bottle toward the bow and, in her excitement, missed. The bottle slipped from her hands and crowned one unfortunate commoner.

If the incident is considered from a ceremonial perspective—rather than from a legal perspective since a suit

resulted—the injured spectator could have made out worse, especially if he had been present at a christening in the South Pacific. The South Sea islanders had a custom which called for the sacrifice of at least one human—who was never of royal blood—for each ship launched. The islanders were convinced that when human blood was spilled the ship received a living spirit and earned close association with protective deities. If human blood didn't wash the ship before it entered the water, the gods unleashed their unrelenting fury and the vessel's days were numbered.

The ancient Norsemen believed that when a ship was launched, a human sacrifice was just too important to be ignored. Though separated by oceans and culture, tides and time, the Norsemen and South Pacific islanders shared the custom of “roller-reddening.”

Captain James Cook witnessed several roller-reddenings in the 18th century and reported on them to the crown. It seems that several sacrificial humans, usually slaves, were lashed to the shipways between the ship and the

sea. When the ship was blessed and released, the rollers bearing the ship's weight, started forward. The offerings were immediately crushed and their blood drenched the ship and shipways. Successfully launched according to tradition, the ship was assured a long and useful life.

Eventually, as seafaring communities became more humane—or sacrificial humans less available—the launching ceremony was modified so that wine replaced blood. The Greeks are believed to have been one of the first to substitute wine for blood and even today just before a Greek ship enters the water for the first time, her captain—observing the ancient ritual—raises a container of wine to his lips, takes a sip and pours the remainder over the deck.

The Greeks were also one of the first to begin blessing a new ship with water. Like the Romans of later days, they believed that water was a symbol of purification—an appeasement to the gods to ensure a safe ship.

(—>)



The United States has at various times used both water and wine to christen ships. The choice depended largely on public sentiment toward temperance. Still, there are Bostonians who will, to this day, swear that wine is the only christening liquid that can do the job right because the first attempt to launch the USS *Constitution* in 1797 in Boston was unsuccessful. The customary bottle of water was broken across her bow and nothing happened—the ship didn't budge. A second bottle of water smashed squarely on her bow produced the same result. *Constitution* remained on her ways. On the third try, wine was substituted and Old Ironsides slid gracefully into the drink.

In reporting on the ceremony, a visiting rear admiral, George Preble, wrote: "Commodore James Sever stood at the heel of the bowsprit and, according to time-honored usage, baptized the ship with a bottle of choice old Madeira from the cellar of the Honorable Thomas Russell, a leading Boston merchant." When water wouldn't do, wine always triumphed.

The first iron-hulled ship built in the United States, USS *Michigan*, also seemed to have a will of her own and was somewhat reluctant to slide down the ways—and she was christened with wine! After the bottle had been broken and her name given, *Michigan* began moving toward the water. However, she stuck on the ways. Shipyard workers, most of whom had helped build

the vessel, scrambled about attempting to solve the problem. No luck.

Embarrassed, they admitted to officials that no rational explanation could be offered, though they believed it was an ill omen for all iron-hulled ships. As nightfall approached, both spectators and workmen departed and went home.

When workers returned the following morning, *Michigan* was not on her ways. During the night, without anyone watching, she had successfully launched herself without the benefit of either water or wine. She served successfully in spite of it—so much for the mythical powers and superstitions associated with wine and water.

The Women's Christian Temperance Union of the late 1800s and early 1900s aimed to ensure that nothing stronger than water would ever again be used to christen an American ship. For several decades that was the case, until 1898 when the new battleship *Kentucky* was scheduled to be launched at Newport News, Va.

The Kentucky chapter of the WCTU recommended that spring water taken from the Blue Grass state be used to christen the new battlewagon, and shipyard officials accepted their recommendation. On March 24, when the words "I christen thee Kentucky" rang out, a cut-glass bottle of pure spring water was smashed across her hull by the Kentucky governor's daughter.

The ship started down the ways into the James River. Many spectators,

however, were native sons of Kentucky and considered a bottle of spring water to be something less than adequate to christen a first class fighting ship, especially one named for a state more famous for its bourbon than its spring water.

When those disheartened Kentuckians heard the sponsor's words and saw water "defile" THEIR ship, they opened their travelling bags and . . . well, a local newspaper account written at the time tells it better:

" . . . the air was darkened by a fusillade of bottles of all shapes and sizes, and the poor little trickle of spring water was engulfed in the cataract of good old Kentucky whiskey which rushed down the ship's side . . ."

With the coming of Prohibition, wine was seldom used to christen U.S. ships (and bourbon was never used again!). Mrs. Herbert Hoover had the honor three times and never used spirits once. On the first, *President Hoover*, she smashed a bottle of water gathered from the seven seas by the Dollar Line; the second was christened with water collected from eight South American rivers; and the third, the USS *Ranger* (CV-4), was baptized with a bottle of grape juice in 1933. It was enough to make a Norseman or Kentuckian shudder.

From roller-reddening to grape juice, from blood to wine, the launching ceremony has come a long way—and not such a long way at all. Changes have been made but superstitions die hard and no effort is too great if it might prevent disaster on the high seas.

No longer do pagans beseech the blessings of their gods, but still a blessing is sought. Often it comes from the 107th Psalm in the King James Bible: "They that go down to the sea in ships that do business in great waters; these see the works of the Lord and the wonders of the deep . . ." A proper christening ensures that "they" will return to tell about them.







## The Great Gilt Cup

BY ED JOHNSON

By the early part of the 17th century, England had instituted her own special way of launching ships, replete with significant ceremony. As described in 1610 by Phineas Pette, a master shipwright of King James I, a secular launching ceremony was conducted by:

*"... the noble Prince Henry himself, accompanied with the Lord Admiral and the great lords, were on the poop where the standing great gilt cup was ready filled with wine to name the ship so soon as she had been afloat. ... His Highness (after concluding the ceremony of drinking in the standard cup) threw all the wine forwards towards the half-deck, and solemnly calling her by the name of the PRINCE ROYAL, the trumpets sounding all the while ..."*

Immediately thereafter, Prince Henry presented the standing cup, the wine

goblet, to Phineas Pette as a souvenir of the launching.

Later in the 17th century, however, it became the custom to toss the goblet over the side rather than give it to the shipwright. As soon as the cup hit the water, spectators—some of whom had stripped naked in their enthusiasm—dived for the great gilt cup, hoping to sell it back to the shipwright for several pounds.

Though the contest drew large crowds to witness ship christenings, the shipwrights didn't think the idea quaint since they had to purchase each cup twice—once before the ceremony since they were the suppliers, and once after. These 17th century wrights, unable to bear (or unwilling to bear) this expense, devised a foolproof method to avoid "double taxation," so to speak. Just before each goblet was tossed over the side, they had their men rig a net around the ship at her waterline; the goblet was caught in the net and quickly retrieved by the builder.

The scheme was so successful—and such a party pooper—that a strong

public protest was lodged with King Charles II forcing him to order the practice abandoned to maintain the peace.

The shipwrights were enraged at the edict. Charles had to make further concessions since he didn't want to incur "the displeasure" of the builders of His Majesty's Royal Navy. Therefore, everything reverted as before the days of net, with the exception that the crown purchased the cup from the lucky diver instead of the shipwright.

After all that, England abandoned the practice in 1690—possibly for economic reasons—and substituted a fine bottle of red wine or champagne for the cup. Having dispensed with the extraordinary cost of a standing cup for each ceremony, the most expensive spirits purchased from the most prestigious wine cellar were considered none too good for a christening—and still aren't to this day. ⚓



# SECNAV, CNO TESTIFY BEFORE PAY COMMISSION





Secretary of the Navy W. Graham Claytor, Jr., and Chief of Naval Operations Admiral James L. Holloway III recently presented their views and recommendations regarding military pay and benefits to the President's Commission on Military Compensation.

Both SecNav and CNO stressed the uniqueness of military service as a prime factor in the consideration of possible changes to the present system of military compensation.

Secretary Claytor emphasized that the government has a commitment to honor the agreements made with service members currently on active duty. He stated, "Comparisons of military life with other sectors (such as federal civil service, private corporations, or state and local government) can be deceptive without a careful understanding of the unique environment and requirements that we impose on individuals in the military.

"Our personnel policies and compensation systems should continue to be designed to meet specific requirements of the military, and should not necessarily be directly comparable or competitive with those in other settings."

Admiral Holloway said, "There are demands imposed upon our people in terms of work environment, living conditions, length of work week, and existing or ever-present potential personal hazard which clearly preclude the drawing of comparisons between military and civilian career fields.

"If the institutional characteristics which distinguish the military profession from alternative occupational fields are eliminated, or if we attempt to precisely equate jobs or specialties in the military to those in the private sector, then we are effectively preordaining the failure of the volunteer force concept."

Secretary Claytor highlighted the need for a careful approach to the compensation issue. "In my view," he said, "changes in the system that we have today are much needed, but yet must be made with care and judgment; I am convinced that 'quick fit' solutions could be inappropriate or potentially damaging.

"Some potential compensation changes could have serious negative effects on the near-term morale and readiness of both the Navy and Marine Corps, despite the possibility of cost savings.

"Compensation plan changes must be considered on an integrated basis; we must break the habit of making piecemeal adjustments in the compensation system one element at a time."

Secretary Claytor suggested, "that the major challenge we face together in considering military compensation changes is how to balance two fundamental considerations: force effectiveness or manpower stability and cost efficiency — in a constructive fashion."

### **20-Year Retirement System**

Admiral Holloway discussed the effect of the perceived "erosion of benefits" on Navy personnel, especially with

respect to possible changes to the 20-year retirement system.

"As I know you have heard during your field visits," CNO said, "our people have seen what they consider to be a deliberate effort to erode the fringe benefit components of the compensation package in recent years.

"They are watching the progress of this commission with keen interest and apparent apprehension as news reports appear indicating certain elements of the compensation system are being considered for major overhaul.

"I can assure you that, almost without exception, our people believe the present retirement system should not be changed. They are especially sensitive to the need to protect the 20-year retirement option as an equitable means of providing deferred compensation for the extraordinary demands imposed on our sailors and, indirectly, on their dependents by a career in the Navy.

"American sailors historically have accepted the rigors of sea duty because it was the way of life they anticipated when they chose a Navy career and because they knew there would be an option to transfer to the Fleet Reserve and embark upon a less turbulent life style after 20 years. More than any other single component, this one feature of the present retirement system has served to buoy up the sailor during repeated tours of sea duty throughout his career.

***CNO: "I remain convinced that if the existing retirement system must be changed, it is essential that we retain the 20-year option . . . ."***

"I am aware of the strong external pressures being brought to bear against the 20-year option for retirement at half pay, and I therefore recognize the possibility that this option may be altered in the future from its present provisions."

CNO said, "The Navy has accepted the desirability of certain modifications in the retirement system, but we are convinced that these must be evolutionary in nature and based upon clear recognition of the unique part played by the 20-year retirement option in military manpower management.

"I remain convinced that if the existing retirement system must be changed, it is essential that we retain the 20-year retirement option for those who are in our sea-intensive ratings and their counterparts in combat arms specialties in the other services. Therefore, service managers should be permitted to offer that option to members in sea-intensive and other arms specialties under certain circumstances." (—>)



With regard to people in the service today, the CNO said, "I must take a firm stand that no changes be made in the current 20-year retirement option for these members. I would include in such 'grandfathering protection,' all enlisted personnel serving beyond their first enlistment and officers beyond their initial service obligation."

"With regard to the retirement plan," Secretary Claytor said, "it is essential, in my judgment, that we draw a distinction between the retirement plan we provide to the careerist in our current military force and the one we offer in the future to new recruits and officer candidates."

**SecNav: "...I strongly recommend that this commission advocate 'grandfathering' our career members under the basic principles of the retirement system in effect for so many years."**

"I feel quite strongly, as do many of my uniformed colleagues in the Navy and Marine Corps, that we must fulfill the basic commitments we have implicitly made to our current members when they entered the military service. Thus, if we 'promised' our recruits of 5, 10 and 15 years ago that, in principle, they could retire at 20 years with the equivalent of 50 percent of their base pay, then we are obligated to meet those commitments."

"Accordingly, I strongly recommend that this commission advocate 'grandfathering' our career members under the basic principles of the retirement system in effect for so many years."

"I believe that the time has come for some movement to a fairer and more flexible retirement policy — subject of course to a liberal 'grandfather' provision, along the lines suggested above, to protect those present career officers and enlisted personnel who prefer to forego new benefits for continuation of the existing system."

Secretary Claytor indicated that some vesting of retirement benefits at a much earlier point than 20 years is called for: "Ten years seems a reasonable point for this, since this would occur during the term of a third enlistment and is the usual vesting period for civilian pension and retirement systems."

"Another additional benefit that is badly needed is a reasonably liberal severance pay arrangement for both enlisted personnel and officers where early termination, including refusal of a request for reenlistment, is required for the convenience of the service."

"With these, and other added benefits," Secretary Claytor said, "the present automatic right to retire voluntarily at 20 years could be extended to 30 years for both officers and enlisted personnel."

"It would seem appropriate and from the standpoint of retention of key mid-career personnel highly desirable, however, to authorize the services to institute a point system for those enlisted personnel with particularly arduous duty experience, or in occupations in short supply, that would entitle them to earlier retirement, with maximum credits permitting retirement at 20 years."

### **Dependent Support Programs**

Admiral Holloway stated that the retirement question is not the only issue of concern to Navy personnel in the consideration of compensation changes.

"While the 20-year retirement option may clearly be categorized as the most important motivational facet of the compensation system to the career sailor," he said, "it would be totally insignificant to our preponderantly married careerists if not backed up by a strong package of dependent support programs."

"Most essential, however, is the availability of complete quality medical care; and unfortunately, this one, singularly vital benefit appears to me and most members of our Navy family to have been steadily eroding in recent years."

The CNO added that there are five additional issues of concern to Navy people which he urged the commission to give careful consideration: The increasing difficulty of obtaining adequate housing; the present inequitable treatment of Navy

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### **Pay Commission**

SecNav and CNO's testimony occurred during the last of eight public hearings conducted by the President's Commission on Military Compensation. The other military service Secretaries and the Chairman of the Joint Chiefs of Staff also testified during this final session.

President Carter established the "Blue Ribbon Commission" last March to study military compensation and retirement benefits and instructed them to be sure we don't "go back on commitments that have been made to those who enlisted in the armed forces."

The commission is composed of nine prominent civilian financial experts supported by a staff of 21 civilian and military professionals. The Navy is represented by two officers, LCDR Richard Barchi and LT William Bobo, and one enlisted man, Master Chief Petty Officer Robert Lewis Evans.

In addition to conducting four hearings in Washington, the commission has visited San Diego, Jacksonville and Norfolk, plus other stateside and overseas bases.

The commission is scheduled to make its report on military compensation to the President by March 15.

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junior enlisted members; non-payment of a basic allowance for quarters to members without dependents assigned to sea or field duty; the urgent need to modernize the sea pay entitlement; and concern over the future of the Navy commissary and exchange systems.

The need to maintain and improve these kinds of benefits rather than shift to a salary-type compensation program for military personnel was emphasized by Secretary Claytor.

"I do not favor shifting to a salary or other single cash compensation system," Secretary Claytor said, "The unique

nature of military service emphasizes the desirability of continuing a pay and allowance system with a number of benefits continuing to be made available 'in kind.' For example, the availability of commissary, PX, recreational and other facilities available only to the military community is a morale-enhancing factor out of proportion to its actual cost or computed dollar value."

Secretary Claytor concluded that, "We must subject all change proposals to a detailed and balanced assessment to assure compatibility with our critical force management needs."





## ENGLISH FOOTBALL

# We Came To Learn

STORY AND PHOTOS BY  
JO2 JOHN PETERSEN

"This was really blistering stuff laced with high-speed running and dazzling variations. It provided some of the most explosive handling I have seen . . ." said an English sports writer.

Three losses, one win and one tie may not be an impressive record, but the San Diego U.S. Navy Rugby Team needs no excuses for its performance against the best rugby teams the British armed services could field.

Rugby is not exactly a household word in America. It may even appear

to be a bit presumptuous of Americans to send a team to challenge the English on their own soil. Lieutenant Commander Jerry Fletcher, the U.S. Navy team's coach, explained the purpose of the trip, "We came to learn. We wanted to see how the rugby we play in California compares with that played where the game originated."

The team was made up of 25 officers and enlisted men from 19 Navy commands in the San Diego area. Because they were traveling on no-cost Navy orders, they raised the money for the trip themselves through exhibition matches and fund-raising projects.

They were supported by the Navy League and the San Diego Chamber of Commerce.

During the first two matches, in which the Navy tied United Services at Portsmouth, 14-14, and beat a Royal Army team at Aldershot, 20-12, they played rugby the way you might expect converted football players to play. There was a lot of passing, some impressive open field running and some hard tackling that greatly impressed the local sports writers. As the tour progressed and the Americans tired from their demanding schedule (five games in 10 days) and the British players were forewarned of the Navy tactics, the hard-hitting football-style tackling softened and the long, cross-field passes went awry.

Rugby is rough and more than one of the opposing British players lost a tooth as the result of matches. The Royal Marines gave the Navy a lesson in how rough the game can be, beating the San Diego team 26-14 at Poole. The next game, against the Royal Navy at Portland, was slowed considerably by an official who was determined to keep things in hand. The result was the Americans couldn't build momentum—they lost 23-9.

The American team tried desperately to add the final game to their win column, but a tough, experienced Royal Air Force (RAF) team wouldn't cooperate. Despite an effort by LT (jg) Bert Calland to rally his team, the Navy lost by a 17-6 score.









The Americans were not embarrassed. They threatened to score right up to the end, but couldn't quite mount the attack necessary to punch through a determined RAF defense.

It was apparent during this final game that the British team was the more skilled. The Americans played hard and were tough and many times drew spontaneous bursts of admiration from the English spectators, but they didn't play with the same instinct of their opponents.

This was particularly noticeable in two aspects that an untrained observer might think required little skill: in gang pile-ons known as "rucks" and the head-to-head pushing contests rugby calls a "scrum." When an American player was tackled and became the victim of a ruck, the RAF players would take the ball from him, but when the Navy tackled an RAF player and a ruck formed, the British would skillfully work the ball out to their own side.

The same thing happened in the scrums. The British team pushed or maneuvered the Americans off the ball







until they could pass it with their feet to their teammates. The British were off and running again.

After the match against the RAF, as they sprawled about the clubhouse in exhaustion, many Navy team members were talking about trying to get up a scratch game the next day . . . just for fun!

Did the Americans overreach themselves by taking on the British on their own turf? Perhaps, but who can say the San Diego Navy Rugby Team's tour of England wasn't a success?

LCDR Fletcher's invitation to visit California created such a stir among the English players that a rugby tour of the United States is a future possibility. Such a trip may be in the offing as early as 1980. Just as American rugby excited the English crowds in September, so too should Americans appreciate seeing the British style of rugby. ⚓









# '...yet shall he live'

STORY AND PHOTOS BY  
JO1 JERRY ATCHISON

Unknowingly, many Navy traditions are born out of necessity. Those traditions continue because people sense a certain rightness about the act and, more importantly, what it represents.

Consider the tradition of burial at sea.

There are those who are drawn to the sea early in life, spend their productive years at sea and—ultimately, appropriately—elect to be buried at sea. To these people the sea is a powerful force; one they reckon with day after day, year after year.

Ships have evolved over the years—gone from sail to oil to atom, grown larger, run faster, dived deeper and traveled farther. Sailors who man them have changed precious little; it is still man against the sea. In the end, some elect burial at sea as a final, respectful, maybe even grudging, gesture to the sea—their lifelong friend and foe.

Not many days ago, on a blustery afternoon off the Virginia coast, the word was passed aboard USS *Boulder* (LST 1190): “Now muster the burial detail on the fo’c’sle.”

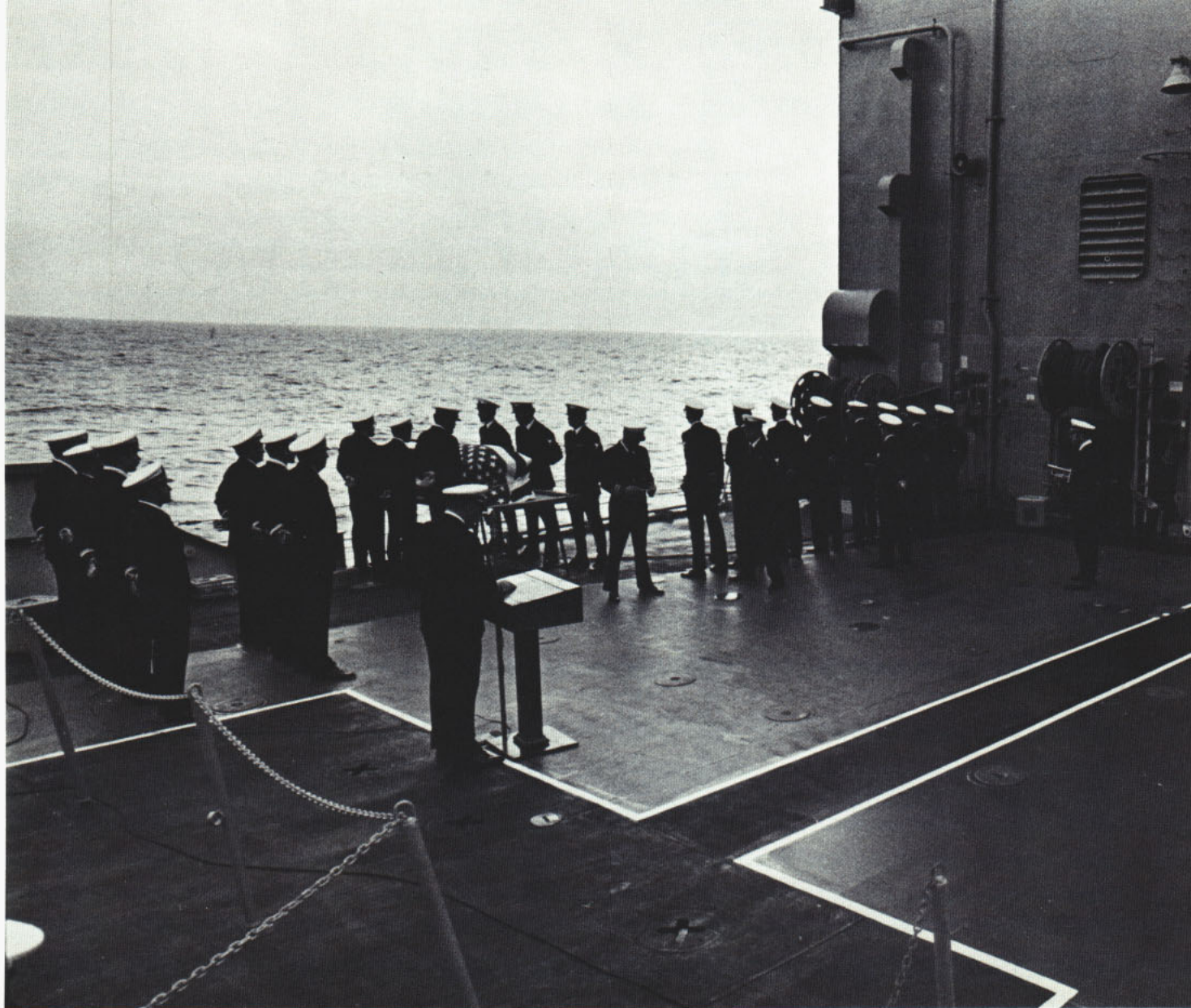
Soon thereafter, as the ship slowed, the flag-draped casket holding Boiler Tender 2nd Class James Edwin Archer, USN (Ret.), was borne forward to the starboard forecastle.

*Boulder’s* log would read that at 1729, the officers and men “commenced burial at sea . . .” and that



Color photo by SK2 David M. McNeil





BT2 Archer's "remains were committed to the sea at position latitude 36°47.5'N, longitude 74°27.5'W in 978 fathoms of water."

But there was more to the rite than just the ship's terse log entry. It meant more, too, to many of the ship's company who participated in these last honors to a fellow Navy man.

"I've never seen a burial at sea before," said a seaman standing watch on the starboard wing. "As a matter of fact, I thought they only did burials at sea during wartime. Guess I was wrong."

Up forward, the ceremony had begun. It began as the commanding officer, escorted by the ship's chief master-at-arms, arrived on the forecastle and the call "Attention on deck" brought the assembled ship's com-

pany, firing squad, division officers and pall bearers to attention. At almost the same time, the officer of the deck passed the word "All hands bury the dead." The ship slowed in the water and her colors were half masted.

"I am the resurrection and the Life, saith the Lord: he that believeth in me, though he were dead, yet shall he live . . ." Commander F. T. Hinchy, *Boulder's* commanding officer, read the ancient words.

As the ritual proceeded through the scripture reading, one could not help but ponder on the man to whom *Boulder* sailors were now paying their respect. BT2 James Archer was a sea-going man. He first went to sea as a young man aboard a merchant oiler. When World War II began, his choice was really no choice: sailors go to sea

and the U.S. Navy was fighting on the oceans of the world. After the war ended, a war in which he saw action in the Pacific, Archer decided, since his was to be a sea-going life, then it would be spent aboard U.S. Navy ships.

But it was a short stint at best—in 1951, he was transferred to the permanent retirement list because of physical disability and released from active duty.

Archer's sea-going days were far from over though. He soon signed aboard a merchant ship and continued a career that would end more than 25 years later. And it would be an appropriate end. He died on the job, at sea, aboard a merchant oiler.

So it was with a certain sense of rightness that *Boulder* crewmen lis-





tened as CDR Hinchy began to read the Protestant prayer of committal:

"Unto Almighty God we commend the soul of our brother departed, and we commit his body to the deep; in sure and certain hope of the resurrection unto eternal life, through our Lord, Jesus Christ. Amen."

With these words the flag was lifted from the casket, the board tilted and the casket slid into the water. It bobbed once, then sank from view.

The benediction was read, three volleys rapped out from the firing squad and taps was sounded by a bugler. The ceremony was over.

On the bridge, a quiet order, "All ahead one-third," was spoken. All aboard turned to their tasks, in scenes one knew would have been familiar, and appreciated, by BT2 James Archer. ⚓







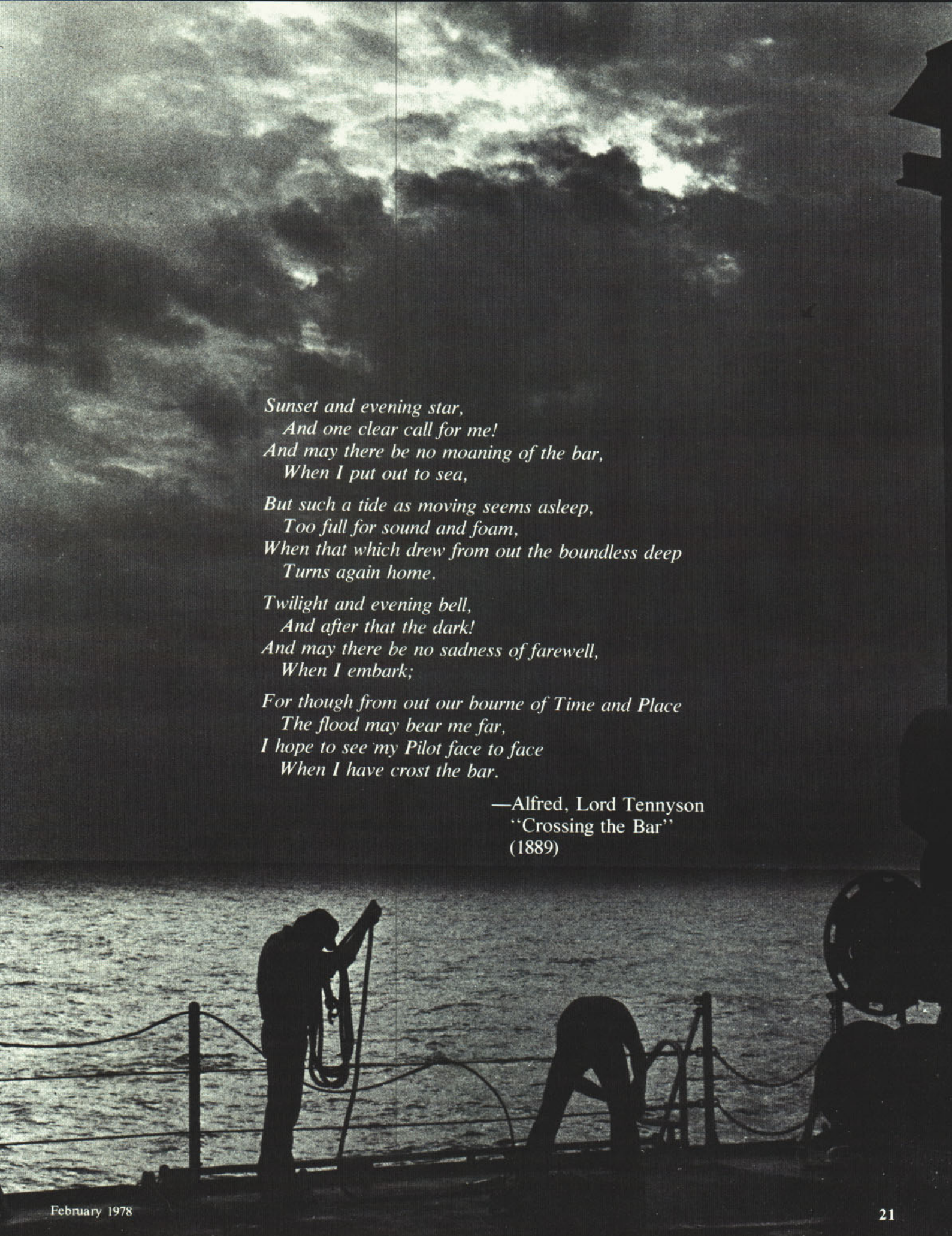
## Who Is Eligible For Sea Burial?

The following are eligible for and may elect they be buried at sea from a U.S. Navy ship:

- Members and former members of the uniformed services.
- U.S. civilian marine personnel of the Military Sealift Command.
- Dependents of members and former members of the uniformed services.
- U.S. citizens who by notable service or outstanding contributions to the U.S. are determined to be eligible for at sea disposition. Determination to be made by District Commandant.

If you so choose, you should discuss your desires for burial at sea with a legal assistance officer.





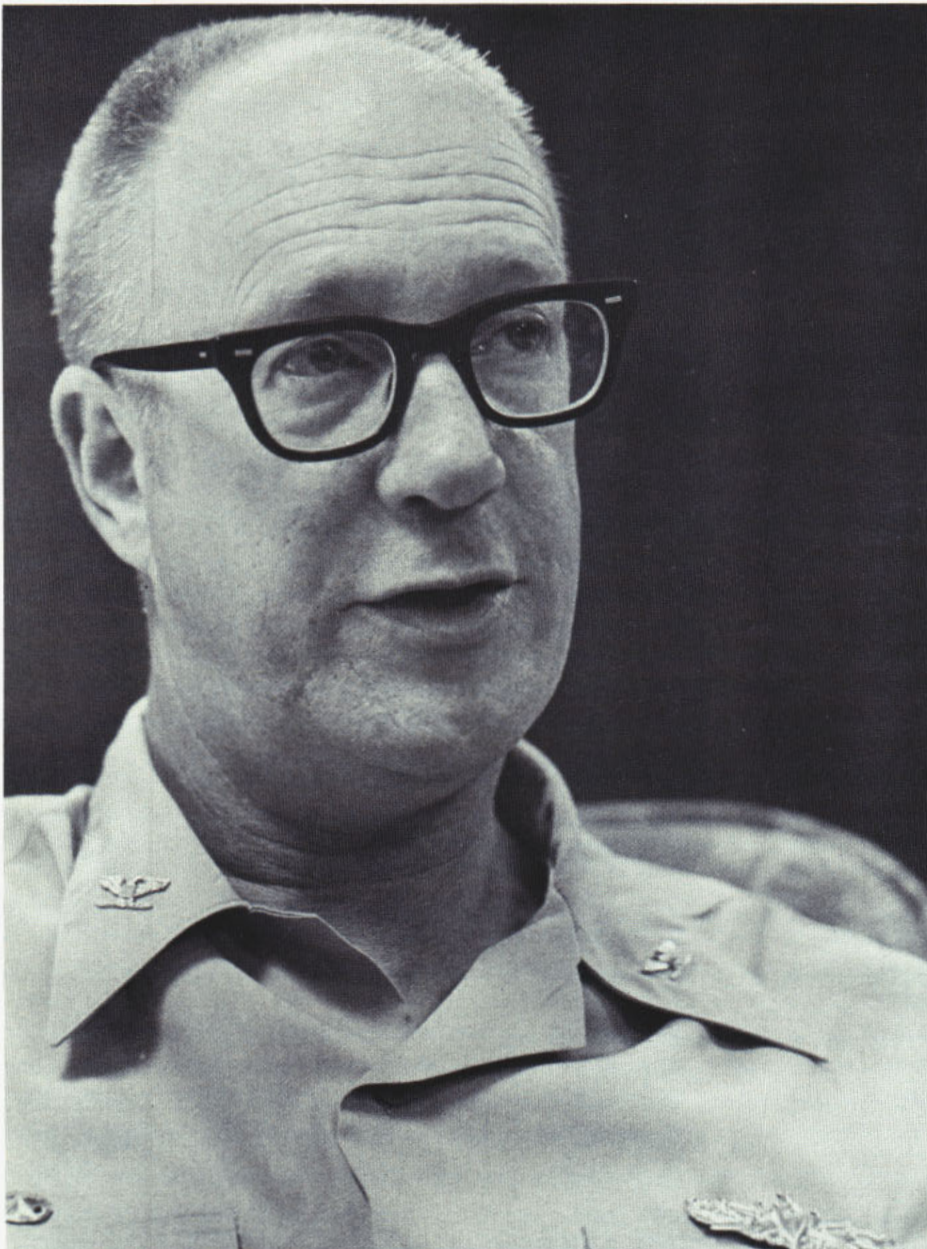
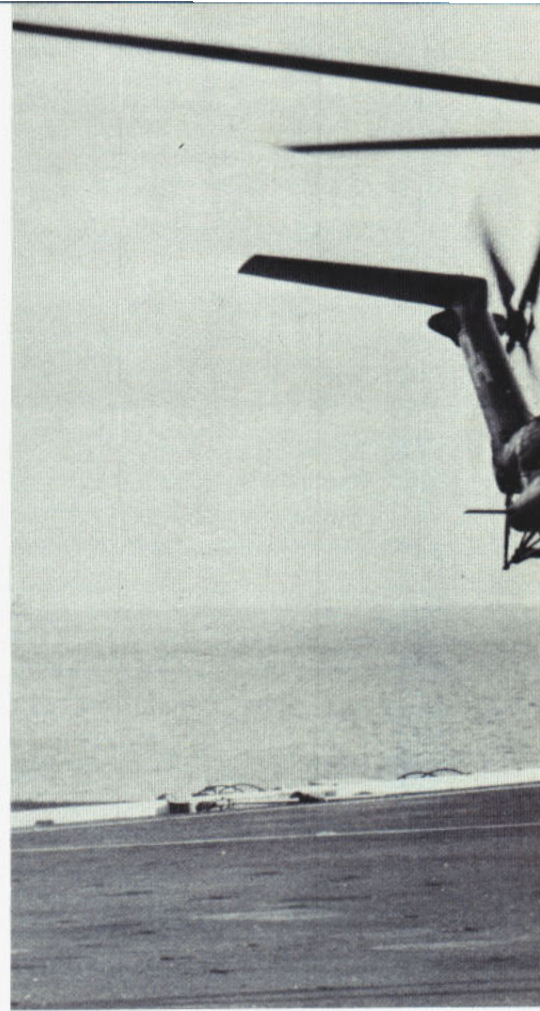
*Sunset and evening star,  
And one clear call for me!  
And may there be no moaning of the bar,  
When I put out to sea,  
But such a tide as moving seems asleep,  
Too full for sound and foam,  
When that which drew from out the boundless deep  
Turns again home.  
Twilight and evening bell,  
And after that the dark!  
And may there be no sadness of farewell,  
When I embark;  
For though from out our bourne of Time and Place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crost the bar.*

—Alfred, Lord Tennyson  
“Crossing the Bar”  
(1889)



# USS SHREVEPORT

## Usefulness Beyond Measure



BY JO2 GARY MILLER

Two twin-bladed Marine Corps helicopters take turns landing and taking off from the flight deck of the 569-foot amphibious transport dock USS *Shreveport* (LPD 12) while she cruises at sea, a few miles from Norfolk.

The ship's flight deck crew wait to assist the incoming pilots. One crewmember stands alone, separated from the rest by almost the entire length of the 240-foot flight deck. The movements of his arms are signals to the pilots, telling each how to land and where.

The flight deck nearly conceals another of the ship's many utilitarian features—the well deck. When amphibious operations are conducted, the well deck is filled with more than 800 combat-ready Marines prepared to leave the LPD in assault boats. When the deck's sterngate opens, valves on tanks in the ship's sides and bottom are hydraulically opened to flood the deck and ballast down *Shreveport*.





more than 300 U.S. and foreign nationals were stranded in Beirut. It was USS *Coronado* (LPD 11), a sister ship of *Shreveport*, which transported evacuees to Athens—a mission well within the spectrum of the LPD's capabilities. The 500-man crew of *Shreveport* train daily for just such an eventuality.

"Even in the face of a thermonuclear exchange, there still would be a need to safeguard or seize territory," the captain said. "To do this will require the foot soldier, whether Army or Marine."

"We in the Navy-Marine Corps team believe that there will be a need for amphibious assault forces—across the full spectrum of warfare."

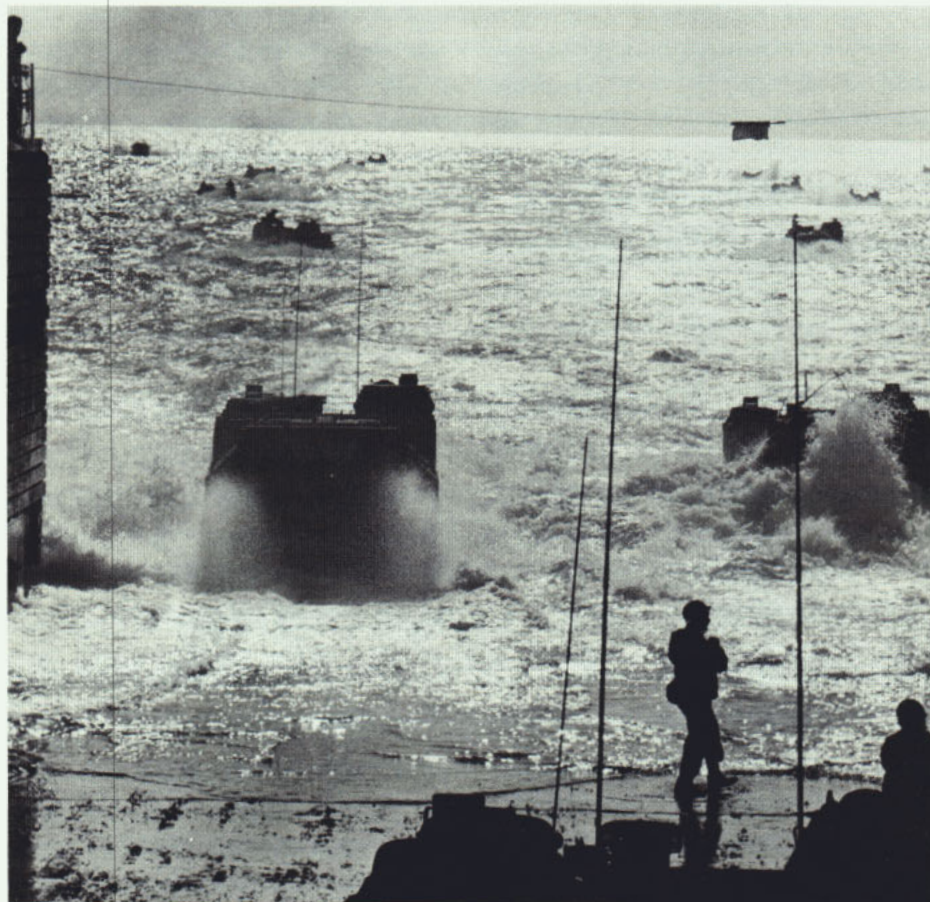
*Shreveport* is a major player on that team. ⚓

Left: USS *Shreveport*'s skipper, Capt. Burnham C. McCaffree, talks about the varied roles of his ship, whether helicopter operations (above) or Marines disembarking from the well deck (right). Photos by JO2 Miller and PH1 Mike McCabe.

"The mission of the LPD is to carry the components of an amphibious assault force to the objective area and land them either on an opposed beachhead, assault area or across a friendly beachhead and then support the landing force until it is established," said Captain Burnham C. McCaffree, Jr., *Shreveport*'s commanding officer.

"The LPD incorporates the characteristics of the landing ship dock, with its large well deck, and the landing ship tank, with its ability to land amphibians and carry large numbers of vehicles," the captain said. "Her usefulness is obvious in that we can go in with both waterborne craft and helicopters to evacuate civilians or land military in strategic areas or conduct other amphibious operations."

For example, when civil war in Lebanon was at its peak in July 1976,





# Bearings

## Santa Arriving

"We just wanted to do something special for the crew," said Special Services Officer Lieutenant (jg) Bob Degour about a recent top secret Navy operation off the coast of Southern California. From all reports, the operation was a success.

It all started in early November when Santa's helpers in USS *Horne* (CG 30) began planning a very special Christmas surprise for the officers and men of the San Diego-homeported guided missile cruiser. Unable to find a suitable location for the ship's Christmas party ashore, Degour suggested that Santa be cut in on *Horne's* at-sea position so a visit could be scheduled. Captain James A. Barber approved and Sunday, December 4, was selected for Operation Santa Claus.

Only four people were in on the plan: the captain, the XO, the public affairs officer and Lt. Degour. But

keeping it a secret during three weeks of preparation was no easy task. Operations Specialist 3rd Class Ron Winkler, the man selected to play Santa—and all his helpers—were not told of their roles until the morning of the visit.

Before getting underway, Lt. Degour spent more than 10 hours doing leg work for Santa at the San Diego Navy Exchange and local department stores. One salesgirl nearly fainted, he said, when he slapped down 18 \$100 bills on her counter—part of the \$2,800 appropriated from the ship's recreation funds for the occasion.

When the big day arrived, the crew was enjoying their normal Sunday holiday routine. Breakfast had been secured and many of the crew were relaxing. Little did they know that Santa's helpers were checking their lists of "good little officers and men." Winkler was donning his new red suit, the captain was preparing an important

announcement, and Yeoman 2nd Class Mike Senft was making final revisions to *Horne's* version of "A Visit From St. Nicholas."

At 0930, an unidentified flying object was sighted.

CAPT Barber announced the sighting and assured the crew that an investigation was underway. Shortly thereafter Santa's sleigh pulled by eight tiny reindeer landed on the flight deck.

His identity no longer secret (and his security clearance waived), Santa was escorted to the SITE studio where PAO Lieutenant (jg) Ed Rice was waiting with questions. Santa paused only a moment to explain his mission and then went right to work distributing gifts—first to those on watch and then to all aboard.

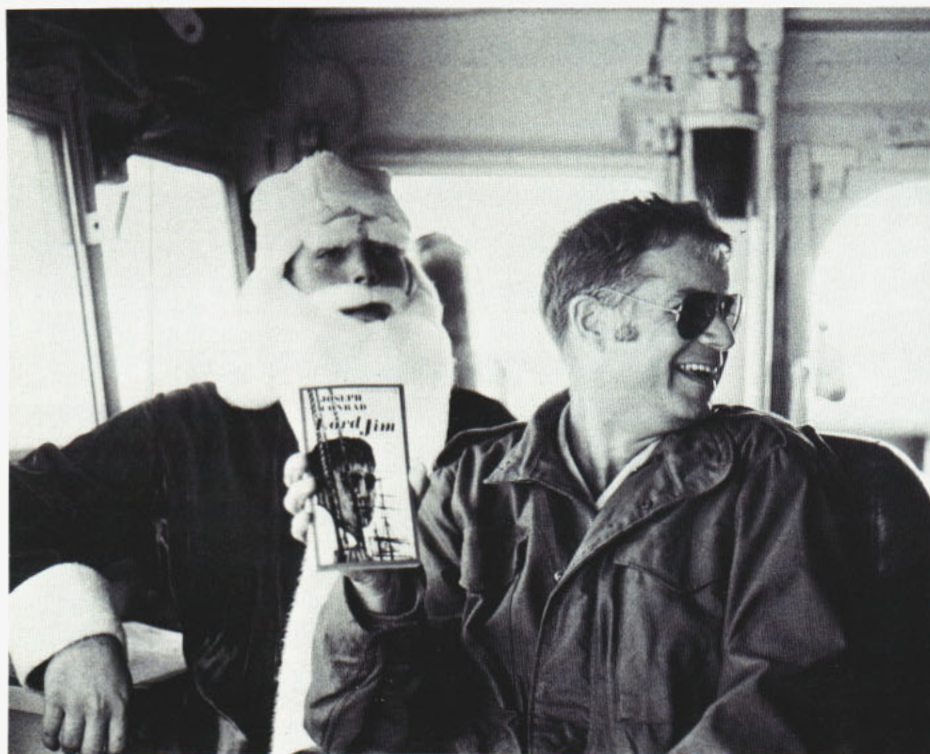
Everyone, by luck of the draw, received a present ranging from a \$1 ship's pen to a \$150 digital quartz watch. Not even Santa himself knew what the gift-wrapped packages contained. The skipper got a book.

No one is sure what the official North Pole response to the operation was, but rumor has it that a certain fat man with white whiskers was seen entering a Navy recruiting office a few days later.

## Getting to Like It

"For several months we had only women in the waterfront section," said Lieutenant Virginia Nibbs, Operations Officer at the Naval Ocean Systems Center (NOSC) in San Diego. "Now we're getting a few men transferring in."

Around the NOSC waterfront it seems a woman's work is never done. There's boat driving, line handling, chipping and painting and other women's work that keeps the place hopping.





Seaman Cindi Richardson is coxswain of a launch that ferries people and equipment to and from NOSC's Oceanographic Research Tower. "When I joined the Navy, I was hoping for a desk job," she said. "I got on waterfront duty and I didn't like it—chipping and painting and all



that. But I got into operating boats and now I love it."

Nowadays, of the 100 enlisted personnel assigned to the waterfront, 20 are women. One of the men running a mostly female duty section is Chief William Rutland. He said the pride of being able to say "my boat" has given significant incentives to NOSC women.

"There's a very positive attitude on the part of the women," he said. "Our policy is that we will teach any of our female personnel to operate boats if they're interested. All the waterfront section personnel can operate Boston whalers and I've got two qualified coxswains. Several of the women are going up for BM3 and if they make it we'll qualify them as craftmasters on the bigger boats."

For some, like Seaman Sheri Rankin, assignment to the waterfront came as a total shock. "I thought I'd be in

an office and suddenly I was out on the pier. I think my deck grinder and me are getting along a little better."

Seaman Diane McCurdy also started sanding and removing barnacles when she was assigned to the NOSC waterfront. "It was difficult at first but now that I've learned the technique I really enjoy it," she said. She joined the Navy after three years of college where she was majoring in commercial arts.

"I realized I could either go back to school or get an ordinary job; I decided to join the Navy. When I get out I'll have my degree, and, after this, I'll have a trade as well," she said as she pointed to a freshly painted hull.

The center's Long Beach Facility once had boat crews that were predominantly made up of women. They served on a number of small craft, including torpedo recovery boats used during fleet torpedo firing exercises.

## Nostalgic Visit

At the invitation of the Chief of Naval Operations Admiral James L. Holloway III, two former CNOs—Admirals Robert B. Carney (1953-1955), front center, and Arleigh A. Burke (1955-1961), at right, recently spent a day at sea aboard the Atlantic Fleet destroyer USS *Caron* (DD 970).

While the Norfolk-based ship went through routine training operations,

members of *Caron's* crew gave the distinguished visitors a tour of their ship. Accompanied by Vice Admiral William L. Read, Commander Naval Surface Force Atlantic Fleet, they watched *Caron's* first LAMPS helo landing and a gunnery exercise.

*Caron* is commanded by Commander Earle G. Schweizer.—Photo by LCDR T. C. Davis, Jr.





# Bearings

## A Reserve Library

A library of more than 60 naval books was presented to Washington, D.C.'s Howard D. Woodson Senior High School by the Naval Reserve Association last November.

Rear Admiral Gerald E. Thomas of the Office of the Assistant Secretary of Defense for International Security Affairs and Lieutenant Commander Michael Bennett, Naval Reserve Association President for the Fifth Naval District, presented the library to the high school's principal, Mr. James Curry.—Photo by JO2 Harold L. Sickler



## Family Tradition

Midshipman Sandy Jones is continuing a family Navy tradition. His father, Jesse J. Jones, retired as a chief petty officer after a 24-year career. Jones, a management technology major and member of the Naval Academy class of 1979, plans to select an "air-option" program that will allow him to go to the surface fleet to qualify aboard ship before he reports to flight training.



## Weather by Computer

"Red sky at night—a sailor's delight; red sky in the morning—sailor, take warning." This may have been the rule when the only means of forecasting weather at sea was a sailor's weather eye. But it's a far cry from the methods used today by the Navy's Fleet Weather Central (FWC) at Pearl Harbor.

Keeping abreast of the latest in weather forecasting technology, FWC was the first to receive and use the Naval Environmental Display Station (NEDS) designed to replace four older computers of the Naval Environmental Data Network (NEDN).

NEDS is a console-type mini-computer linked directly to the main computer at the Fleet Numerical Weather Central at Monterey, Calif. It provides instant access to approximately 10,000 different weather products which include precipitation forecasts, cloud charts, surface pressure charts and wave and sea surface temperature charts.

The display station enables FWC to produce daily forecasts for numerous

areas of the Pacific and alert Navy ships and shore stations within the eastern Pacific. For example, when a ship or task force is operating in an area where a major tropical storm is brewing, the weather center prepares a forecast and transmits the information to the ship or task force so they can evade the storm or take necessary precautions.

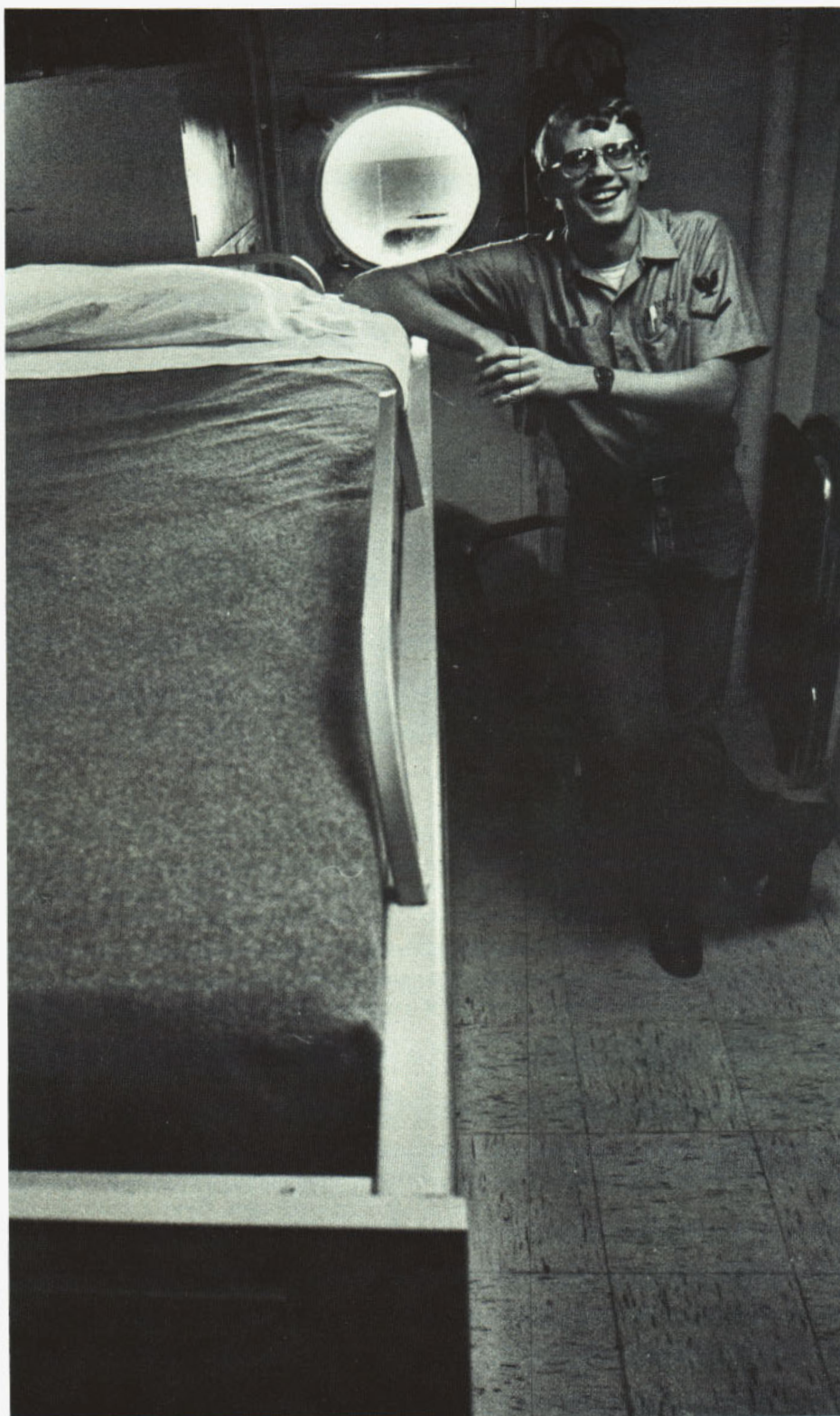
According to FWC Data Systems Officer Lieutenant Commander Mike McCallister, the data network procedure took about 10 man-hours to prepare weather information for a 12-hour period. With NEDS, the time has been reduced to about an hour. By pushing a series of numbered and lettered buttons on the NEDS console, a weather chart for a desired geographic area appears on the graphic screen. A detailed weather analysis and forecast can then be made for the area and, if a copy of the chart is desired, it can be made from the graph on the screen.

It is expected that NEDS units will eventually be in operation at Navy weather centrals in Rota (Spain), Norfolk, Guam and at the Fleet Weather Facility, Suitland, Md. ↓



# Going to sea with the MSC

BY JO1 JERRY ATCHISON



Radioman 3rd Class Perry Neal has good reason to smile. For starters, this picture was taken in the two-man stateroom Perry shares with a fellow third class aboard ship. Be advised two-man staterooms are not now, nor have they ever been, standard shipboard berthing arrangements for third class petty officers.

But this is Perry's berthing arrangement aboard ship and it's one reason he's smiling. That smile also is prompted by the set-up on the mess decks.

Every sea-going sailor is familiar with the mess deck scenario. First you get in line, then you pick up a tray and walk along the food-serving line where the tray's various compartments are filled.

For Perry and his shipmates, however, it's different. They seat themselves empty-handed at a table, pick up a menu from the starched tablecloth and wait for the steward, dressed in a white coat and bearing a folded towel over one arm, to arrive and take their order.

The steward works his way around the table as the sailors drape napkins on their laps, sip from water glasses and nibble on rolls.

One sailor interrupts his meal when he remembers he forgot to remove his clothes from the dryer.

This is a true story and not some tale of the Navy of the future. These sailors who live in two-man staterooms, eat on mess decks graced by menus and stewards are all members of the U.S. Navy. These same people also have their own washers and dryers.

Perry, his 15 shipmates and an officer-in-charge, enjoy all these shipboard amenities. They are members of the military department of



# Going to sea With the MSC

the civilian-manned Military Sealift Command (MSC) fleet stores ship USNS *Rigel* (T-AF-58).

*Rigel* is one of 22 U.S. Navy ships that have retained the same mission requirements but have since been reassigned to MSC for manning and operations. Each ship carries a military department ranging from one to 16 sailors depending upon that ship's job. These 22 ships perform a wide variety of fleet support or special project tasks as indicated by their composition: eight oilers, four fleet ballistic missile resupply ships, four tugboats, five special project ships and one fleet stores ship—the already mentioned *Rigel*.

There are various reasons for assigning these U.S. Navy fleet support ships to MSC:

- Coinciding with the Navy's reduction in manpower during the past few years has been a marked increase in the sophistication and range of technical skills required to operate the complex warships of today. Result, fewer people possessed of greater skills—skills more effectively used aboard warships as opposed to fleet support ships. The assignment of these ships to MSC and their subsequent manning by civil marine personnel, therefore, saves trained Navy manpower. Civilian crewmen are U.S. Civil Service employees of the Navy with either Navy or Merchant Marine backgrounds.

- The reassignment also saves Navy shipbuilding funds by converting and using existing Navy ships operated by MSC rather than building new ones.

- It saves manpower and operating dollars as well because MSC-operated civilian-manned ships carry about one-half the crew the same ships had when Navy manned. Civilian manning also means a greater percentage of at-



sea versus in port time.

So civilian manning saves money and manpower. But these ships still operate with the Navy. This means you've got to have military expertise aboard if they're to meet successfully their military support requirements. Here's where the military departments come in.

Navy-wide, nearly 200 sailors are assigned to 22 MSC's fleet support and special project ships. Although the size of each military department may vary from ship to ship (*Rigel* has a 16-man department) they are staffed by men trained in unique Navy skills or in skills for which there are limited civil marine personnel equivalents.

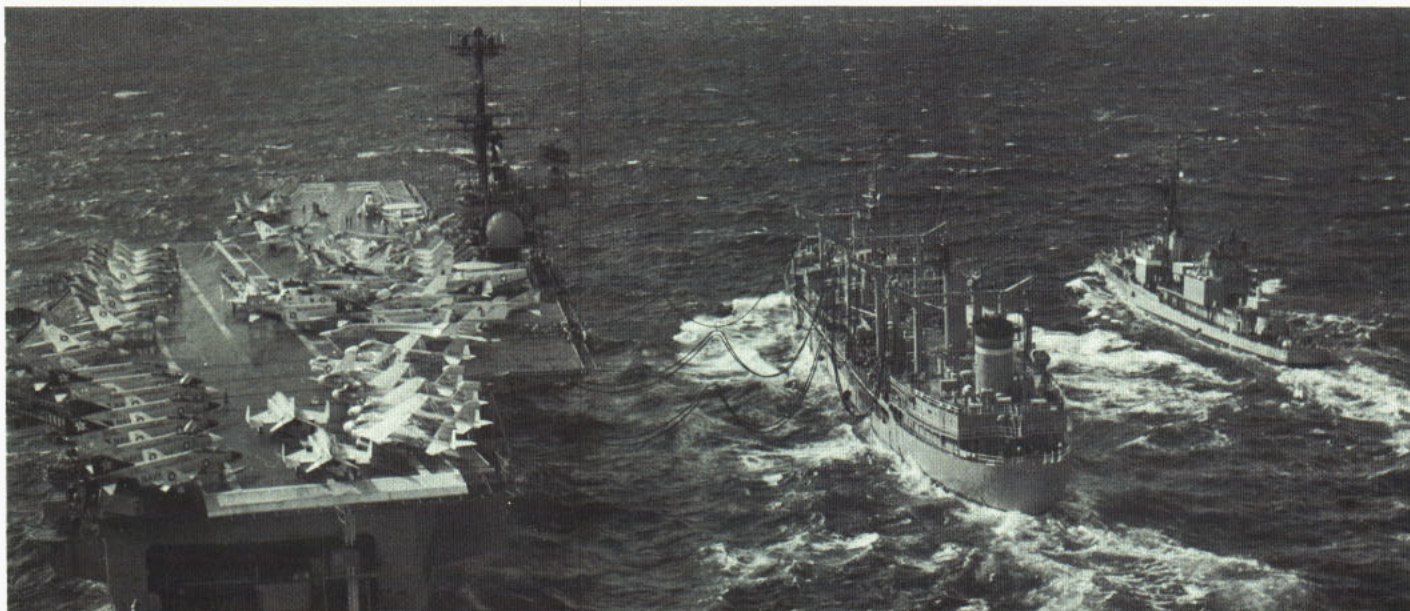
Here's a general list of those rates:

RADIOMEN—Merchant ships, and

most MSC ships carry only a single radio officer who generally stands only eight hours of watch a day. That's because message traffic is limited. Navy ships, because of their unique operational requirements and equipment redundancies, require manning of the radio shack around the clock—with radio technicians as well as operators. Around-the-clock manning is necessary to make certain that equipment is maintained at peak efficiency and that Navy signals are rapidly decoded and messages passed on. Since MSC-manned ships operate with the fleet, Navy radiomen operate and maintain radio shacks.

SIGNALMEN—Just as radiomen ensure MSC and bluejacket-manned ships are electronically "talking the





MSC Photo

*Facing page: On Rigel's mess decks, a steward takes a sailor's order while others serve the civilian and military crew. Above: USNS Waccamaw flanked by USS Independence (CV 62) and USS Richard E. Kraus (DD 849) during underway replenishment.*

same language," so are the signalmen—but in a different way. Fleet support necessarily means MSC ships operate in close quarters with the Navy's military manned ships when steaming in task groups or while conducting underway replenishments. And although we know this is the age of electronic communication, nothing has come along to replace the signalman's flags and flashing lights for quickly passing the word during these evolutions.

**OPERATIONS SPECIALISTS**—OSs are particularly helpful aboard MSC ships not only because of these abilities but because of their familiarity with Navy ship-handling characteristics. Therefore, when matters of approach course and speed arise during unrep's, the ship's master and military department head often turn to the operations specialist for advice.

**ELECTRONICS TECHNICIANS**—Since military department personnel operate many specialized or Navy-unique pieces of equipment, someone with the right training and experience has to be around to fix that equipment.

Navy electronics technicians ensure equipment works and keeps working.

**DATA PROCESSING TECHNICIANS**—The Navy supply system relies heavily upon computers to keep track of what's needed, what's available and what's to be done to bring the two together. There are few civilian sea-going data processing experts so Navy DPs work with the ship's purser (supply officer) to maintain the computer records of these support ships.

**YEOMEN**—The larger military departments include one yeoman to handle the always present paper work and, in many cases, maintain the personnel records of the sailors embarked.

## Want to volunteer?

*If you are a member of one of the rates mentioned in this story and you would like to volunteer for duty aboard MSC ships, you should indicate your preference in the remarks section of the Enlisted Duty Preference Card.*

Although the military departments are composed of different people with different skills, the nature of their work aboard a civilian-manned MSC ship dictates they share some traits. Each sailor is either the sole representative of his rate aboard ship (which makes him the only such expert around) or he is expected to stand an independent watch in his particular shop (which *still* makes him the only expert around). Because of this, they must know their jobs well—both in depth and breadth.

And since military department manning provides for only a skeleton crew within each area, the really valuable member of the department is the sailor who not only knows his job but has taken the time to learn something of his shipmate's work as well. That's why you're likely to find a yeoman, for example, who can not only type but can also handle the signal flags aboard MSC-manned ships.

Each job is a challenge. Consider the signalman who has no section chief standing at his shoulder when he signals information allowing two mammoth ships to safely close for underway replenishments.

There are other unusual situations facing the sailor assigned to an MSC ship. The good things—like the challenging work, "plush" berthing and steward-served meals—are neutralized for some, and overshadowed for others, by the



# Going to sea With the MSC

inconveniences of MSC life.

The number one disadvantage voiced by most MSC-assigned sailors is the operating schedules. MSC ships go to sea and stay at sea until their missions are fulfilled—be it transferring all their stores or every drop of oil, conducting salvage ops—in the case of MSC tugs—or laying every inch of cable in the case of cable laying ships.

In port periods are for loading the next consignment of cargo and making preparations to get underway and back at work as soon as possible.

Civilian crews are the reason MSC can operate both at sea and away from homeports for longer periods during peacetime.

Since civilian sailors are hired and paid for the work they perform at sea on an hourly basis, it is sound fiscal policy to keep those ships at sea as much as possible. Civilian crews are also hired with the understanding that once every nine months they are eligible for rotation off the ship and back to their homes. So nine months—about the length of a Navy ship's WestPac deployment during war time—is the longest they will be away from home, no matter where the ship travels.

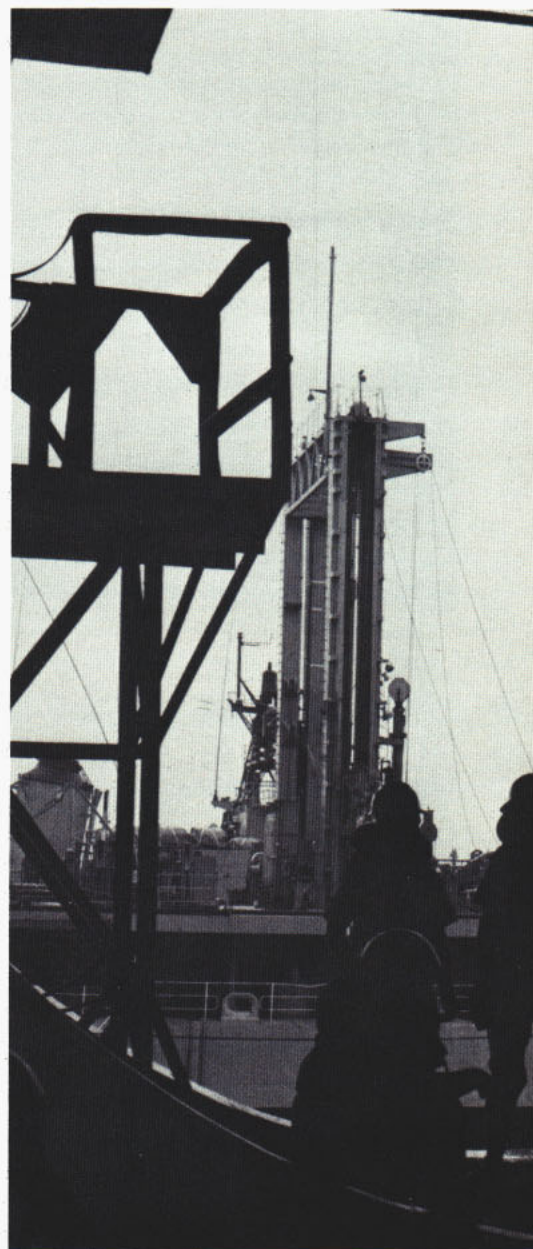
Military members on most MSC-manned ships have 12-month tours although they can extend if they want to—and many have. Exceptions to the unaccompanied year's tour are assignment to *Rigel*, to three of the four tugs and to the four fleet ballistic missile resupply vessels.

Two-man staterooms and mess deck pleasantries notwithstanding, MSC Navy men are not on a pleasure cruise. The high marks given the habitability arrangements (which are, by the way, established by labor-management agreements) are brought down by the long work days, a long



string of days in each deployment, and the too short periods of leave and liberty.

After all, a steward who asks if you prefer mushroom or tomato soup with supper is a poor substitute for family and friends. But, as some Navy men assigned to MSC ships believe, "If you've got to go to sea, you might as well go in style." (See page 32.)







MSC Photo



Facing page: Crewmen of MSC ships, like RMC Donald Jackson, do their own laundry at sea. Above: An MSC ship seen from the hangar deck of an aircraft carrier during underway replenishment. Right: A Navy man and civilian stand watch.



# Going to sea With the MSC

**YA GOTTA BE KIDDING ME. SAILORS AND CIVILIANS WORKING TOGETHER AT SEA IS LIKE MIXING HOT FUDGE AND DILL PICKLES—GREAT WHEN TAKEN SEPARATELY, DISASTROUS WHEN COMBINED.**

Funny you should say that. We asked the Navy men assigned to USNS *Rigel* a question along those same lines. We also asked it of some of the civilian crewmen. Here are some of their replies:

*RMC Donald Jackson, the MilDet's leading chief:* "That's not true. For one thing, most of the military jobs don't put the sailors in day-to-day contact with the civilian crewmen on the job. We have our job and they have theirs. But we are both working toward the same thing—getting the ship's fleet support job done."

*RM3 Perry Neal:* "I think it's great. Some of these guys come from interesting backgrounds and have got some *real* sea stories to tell. A lot of them too are just as interested in the work we do as we are in their work."

*Rigel's Purser:* "I work with the DPs, who handle the computer records of our stores. But these guys are always quick to jump right in and help out when things get bogged

down. Right now, one of the fellows is out helping check-off cargo being loaded aboard. He doesn't have to do that but he wants what I want—a well-run supply department."

*An unidentified civilian crewman:* "We've got a running joke aboard here that we're always kidding the sailors about. Face it, we make more money than most of the military aboard so we always tease the guy who brings up the subject by telling him 'if he likes the money we make so much why doesn't he get out of the Navy and go to work for the Navy in a civil marine status?' It never fails to get a rise out of them but they're in the Navy because they want to be and we're sea-going civilians because we want to do this. You're not going to change the minds of either of us."

*Manuel G. Vieira, Master (skipper) of USNS Rigel:* "People erroneously believe sailors and civilians can't work well together because they forget one thing: both the Navy men and the civilian crewmen are doing what they want to do where they want to do it—at sea. Both groups are professionals working together to see the ship successfully fulfills her mission. There may occasionally be personal differences, but there is always professional respect for the other fellow."

*LCDR James Lamb, Officer in Charge of Rigel's military department:* "There are few problems because the Navy men have to be mature and resourceful in order to handle their jobs well. That same brand of maturity marks their dealings with the civilians. . . . All in all, not a bad bunch of sailors I've got here."↓



*Left: Manuel G. Vieira (left), skipper of USNS Rigel, with LCDR James Lamb, officer in charge of Rigel's military department. Right: Rigel's purser and a Navy data processor study a computer print-out.*







If They Call This an Ocean...





STORY BY JOC CRAIG HUEBLER  
PHOTOS BY PH2 PAUL SALESI

"Right guard—right guard—this is Blue Grass 306. I'm down. My right arm is broken. I'm bleeding. I'm about 23 miles northeast of target.

"Saw enemy activity on way down—heard small arms fire not far from my present position."

This is not a scene from the Vietnam

**Preceding page:** When a SAR helo rescues a downed pilot, a "Feet Wet" signal means the helo has left enemy land behind and is over water en route to the waiting ship. But when SAR training takes place at NAS Fallon, Nev.—miles from any water—Sand Mountain shown here becomes the "Feet Wet" area for participating units.

War but rather a training exercise at Naval Air Station Fallon, Nev. The

scene, however, was one which occurred in Vietnam many times. As a result of those Vietnam experiences, Combat Search and Rescue exercises (SAREX), that include both fixed-wing aircraft and helicopters, was begun by the Fleet Aviation Specialized Operational Training Group, Pacific Fleet (FASOTRAGRUPAC) in December 1970.

Today that training continues. Air wings request one to two-week SAREXs prior to each deployment. Besides NAS Fallon, the training is also offered at Marine Corps Air Station Yuma, Ariz., Marine Corps Base Camp Pendleton, Calif., and Naval Undersea Center San Clemente Island, Calif.

Helicopter support for the training is usually provided by HC-1, the only active duty squadron with a combat SAR mission or by the Naval Reserve combat SAR squadron, HC-9.

The purpose of the course is to equip aircrew members with the skills and techniques necessary to recover

friendly personnel from enemy territory in a combat environment.

The scope of the training is, first, a formal presentation given to all aircrew members. This explains duties and responsibilities of an on-scene commander, recovery unit and what's expected of a survivor. It includes talks on the proper use of appropriate survival and signaling equipment.

The second phase is an operational exercise in which an on-scene commander directs recovery of personnel. He does this while being opposed by an aggressor force capable of using simulated small arms fire, automatic weapons, anti-aircraft artillery, mobile artillery and missile sites.

Following the FASOTRAGRUPAC briefing, two or three air wing members are placed in the desert hills 25 miles southeast of Fallon. Using PRC 90 radios tuned to a frequency other than guard, they contact a fixed-wing pilot. The first fixed-wing pilot on the scene usually assumes the role of on-scene commander. (—>)





Opposite page: Two "enemy" soldiers take aim at a downed pilot. This page, top: A SAR helo, with pilot and crewman dangling, makes a hasty getaway from an enemy zone. Right: As seen from the helo doorway, an air crewman holds an injured pilot as the two are winched

aboard. Below: A green smoke bomb signals "safe" areas that have been swept of enemy units and artillery. But since the enemy also has green smoke bombs, this helo double checks the area before going in for a rescue.



# \*SAREX — Search & Rescue Exercise



# SAREX

He must authenticate, locate, call in air strikes or eliminate any enemy himself. When he determines it's safe, he calls in the helo pilots.

Two attack aircraft escort the helo at all times. They fly a circular pattern around the helo, ready to lend fire support to the helo, if needed.

As soon as the helo crew effects a successful rescue and is escorted back to a designated "safe" area, the exercise is considered over. There are usually two exercises a day.

After a SAREX, all participants are debriefed by a qualified FASO instructor.

According to Lieutenant Donald Hoge, FASO coordinator, "The debrief is probably the most important element. After the pilots and crews have experienced the problems associated with such an evolution they come back with plenty to talk about.

"Our primary emphasis for this training is for the on-scene commander. We assumed in Vietnam that any fixed-wing pilot could coordinate a SAR and any helo pilot could make a rescue. We found this to be untrue.

"With the training of the jet pilots in how to direct and protect the helicopters, our pilots can have confidence in the Combat SAR forces. In wartime, the chance of being shot down is high. There must be an equal chance of being rescued."

This feeling may best be said by HC-7's motto: "Combat SAR prevents POWs."

Lieutenant John Kennedy, a pilot with HC-7 during Vietnam, explained why his squadron's rescue record was excellent: "Units which operated after 1967 had better records because we benefited from those who went before us. I don't believe the Combat SAR mission can be done well without constant practice." ⚓



**Top: Classroom training and field demonstrations precede each SAREX. Above: A downed and injured pilot keeps a low profile while radioing for assistance. Right: The sun sets over the rugged desert land of the NAS Fallon SAREX training area.**





# Information Exchange

**Q.** *If Military Sealift Command assets now are substantially below those available during the Vietnam War, could MSC respond to requirements in a future military contingency?*

**A.** In the past, MSC could rely on the availability of a large number of ships in the National Defense Reserve Fleet; age and obsolescence have reduced this fleet to about 130 ships. The command now books about 97 per cent of all military dry cargo on U.S. flag-scheduled commercial liners and privately-owned chartered ships. Its few USNS cargo ships support unique requirements, such as Arctic-Antarctic support.

Because the Armed Services rely heavily on the U.S. Merchant Marine in peacetime, they would have to do the same in an emergency. That means that the military must be able to load and offload container ships, barge ships, roll-on/roll-off ships, and other modern, large, fast and costly ships over the beach if need be. A number of exercises have been conducted to develop that capability.

**Q.** *What is "separation leave?"*

**A.** BuPersNote 1050 of 9 March 1977 published policy concerning leave in conjunction with separation whereby a member is granted leave which expires on the day of separation without the necessity of the member returning to a separation activity for processing.

The provisions of BuPersMan Article 3810260 (Place of Separation) remain in effect for those members not desiring separation leave, but who desire to use accrued leave and be transferred to another activity for separation processing.

"Retirement leave" provisions are contained in BuPersMan 3860220.

**Q.** *Can vendor "cents-off" coupons be redeemed at the Navy Exchange?*

**A.** Yes, coupons available to customers through newspapers, magazines and direct mail are redeemable at the Navy exchange as a discount off the regular price of merchandise that is carried in stock. However, Navy Exchange cash register operators cannot accept coupons after their expiration date and coupons must be redeemed for merchandise actually purchased.

**Q.** *What is car hydroplaning?*

**A.** Hydroplaning occurs when a car floats or "skis" across a layer of water on the road. During this condition, the tires stop rolling, steering goes haywire, and brakes don't help. Conditions which can cause hydroplaning occur on rainy days when water accumulates in depressions on

the road. At slow speeds tires are able to throw the water away from their path so the tread can grip the road's surface. As speed increases, the tread is less able to throw off the water and suddenly, with little warning, the tires are no longer in contact with the road. The car is actually hydroplaning, or skiing, on a thin layer of water.

Here are some things you can watch for to prevent hydroplaning:

- Look for hydroplaning conditions. Your chances of skiing are good where there are puddles of water on the roadway. It doesn't have to be a heavy rain. Hydroplaning can occur during a heavy dew, fog or even after the first few drops.

- Listen to your tires. If they "sing" and "splash," slow down; reduce your speed about 20 per cent. Even on a straightaway, partial hydroplaning can happen at 30 m.p.h. Above 55 m.p.h. the tire may totally lose contact with the road. A gust of wind, a change of road camber, or a slight turn can create an unpredictable and uncontrollable skid.

- Keep a "feel" for the road. During wet conditions firmly grip the steering wheel at the nine and three o'clock positions. Corner carefully and don't make abrupt movements with the steering wheel, brakes or accelerator.

- Don't tailgate. Stay further from other cars than usual and follow the tracks of the car ahead. Its tires will clear away the water for yours.

If possible, before driving on wet roads, increase your tire pressure to maximum limits, especially the "low-profile" type. Check your tire tread depth because worn tires lower the speed required for hydroplaning. Large open grooves in tires push water through and away from them. Distribute the weight evenly in the car. Too much weight on the rear wheels will scoot the front end up like a speed boat if hydroplaning occurs.

If you do hydroplane, *don't touch the brakes*. Take your foot off the accelerator. Let the car slow down gradually. Don't move the steering wheel. Steering to regain control, which is helpful in "fishtailing," will only make things worse when hydroplaning. All you can do is hang on until the tires regain firm contact with the road's surface.

**Q.** *I used my VA Certificate of Eligibility to purchase a home in 1970. I sold this home on an assumption. Am I entitled to purchase another home using the balance of my benefit?*

**A.** You may use the remainder of your guarantee. You should apply for a new Certificate of Eligibility. The amount of guarantee has been increased to \$17,500. This is \$5,000 more than you were entitled to in 1970. ↓







discuss advancement of their people. Every individual's training record is inspected to determine those eligible. If there are any questions, Sauter asks the division officer to help him turn people around.

According to Sauter, one thing that is essential to a good program is free access to the department head, in his case, Commander Gordon L. Stephens.

Because an increasing number of individuals have had problems passing the military leadership exam, Stephens had one of his career counselors teach military leadership. The 30-hour course was conducted partially during working hours. As a result, six men who had previously failed the exam several times were able to achieve a passing score.

Aviation Structural Mechanic 1st Class Robert L. Jones will take the chief's examination this time around. He says, "All the information I need to know is available in a number of publications. I might have to look harder for some answers but they all are there."

Jones says Sauter never pushed him to meet the qualifications needed to be eligible to take the examination.

"You cannot force a man to take an examination. If you do, chances are he'll make a poor leader in the end. I'm trying to advance—that's what counts." ⚓

## Getting back to basics aboard Lady Lex

If you can read, you can study. And if you study, you have an even chance of passing the advancement test. Without study, you may as well kiss your promotion goodbye.

This is the philosophy which prompted USS *Lexington* (CVT 16) personnel to improve their reading abilities.

*Lexington's* reading program is an adult basic education course jointly funded through Pensacola Junior College, the State of Florida and the federal government.

Lieutenant (junior grade) Jim Lewis, the carrier's educational services officer, advertised the volunteer reading improvement program in the Plan of the Day. The emphasis was "that the program would help people who had trouble getting advanced and those who had trouble passing military leadership examinations."

Sixteen crewmembers, 12 with high school diplomas, volunteered to take the course and an instructor with experience in teaching military people, Miss Dede Grow, was contracted.

Miss Grow first asks her students what they like to read. "I am not particular about what they read as long as they read," she said.

Classes are held daily and instruction centers on vocabulary building, sentence structure and word usage. Twice a week students are assigned to write sentences, using five new vocabulary words; each sentence must reflect the proper meaning of the words. Once each week students are asked to read and explain to the class articles taken from various publications. Instruction is also given in test-taking to prepare them for the advancement exams.

When the students began classes, they were given a reading test. Miss Grow found reading levels ranging from as low as the fourth to as high as the 12th grade level.

One student expressed the general attitude of those in the class, "I know I'll absorb something that will help me pass advancement exams and also help me in my job. That's sufficient payment for taking the course."—A.R.





# USS DWIGHT D. EISENHOWER



## A Crew with Enthusiasm and Spirit

BY JO2 LON CABOT

USS *Dwight D. Eisenhower* (CVN 69)—she's one of the Navy's latest additions to the fleet. With a flight deck area covering four-and-one-half acres, accommodations for more than 6,000 crew and air wing members, and a complement of approximately 100 tactical aircraft, "Ike" shares the distinction with her sister ship, USS *Nimitz* (CVN 68), of being the largest naval vessels ever built.

Two nuclear reactors make her capable of sustained speeds in excess of 30 knots and are designed to provide more than 13 years of normal ship operation before refueling. Because conventional fuel storage is not required, "Ike" can carry almost double the aviation fuel and ammunition of conventional carriers.

It takes a special person to bring life into a new ship. Just such a man is Captain William E. Ramsey, skipper of *Eisenhower*. Here are some of Captain Ramsey's views as he takes command of the Navy's newest carrier:

**Q.** *Would you elaborate on the extensive use of armor and anti-torpedo hull design in the construction of Eisenhower?*

**A.** We recognize that a carrier is a very high value target for hostile forces. The *Nimitz* class carriers (which includes *Eisenhower*) have the ability to take a good deal of punishment. Obviously, what has been designed into

this type of vessel is intended to counter the types of weapons that we might expect to have unleashed against us. Those weapons include torpedos, anti-ship guns and air-launched weapons or missiles.

**Q.** *What, in your opinion, justified the expenditure of approximately \$800 million for the construction of a single Navy combatant, specifically, USS Eisenhower?*

**A.** I think of *Eisenhower* as an investment. Hopefully we will never have to utilize this ship in a manner that would be destructive, but one, that if ever called upon to be so utilized, will pay significantly high returns.

As for immediate "returns," this vessel, representing and flying the American flag throughout the world, gives physical evidence to our friends of our support. For those who have contrary philosophies, this ship also demonstrates that there is a significantly powerful force readily available to respond, if the need be, to any situation that might develop.

**Q.** *With a full complement of some 6,000 men aboard, what programs or plans have you implemented to keep personnel problems at a minimum?*

**A.** The crew has essentially been reporting in for duty since August 1975. Recognizing that one of our initial and primary objectives was to create a viable training program, we established what has come to be called the "FAM and



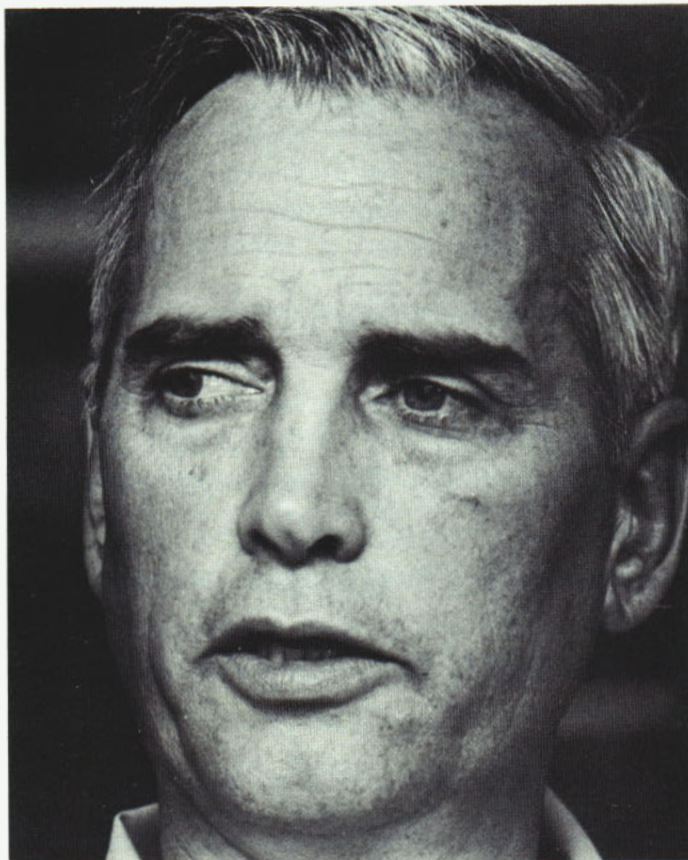
I" or Familiarization and Indoctrination Program.

This program is a five-week course and we make sure every member of the crew receives instruction. Specially selected crewmembers went through instructor training and now assist the coordinators of the course. Incorporated into the program are Human Resources Management courses, career counseling, Drug and Alcohol Abuse Counseling and indoctrination to shipboard life. And because the program is so extensive, I think that many personnel problems will be alleviated.

**Q.** *There's been a great deal of debate the last few years concerning naval superiority. Do you think U.S. naval forces could be pitted successfully against some of the world's other naval forces?*

**A.** I'd select U.S. naval forces in any kind of confrontation for a number of reasons. I think the ships we are building today are vastly superior and can withstand the rigors of battle much more so than ships of the other navies. Also, our people stand head and shoulders above the individuals manning the forces we would be most likely to encounter.

A major part of "Ike's" commissioning crew—nearly 70 per cent—has never been to sea before. An even larger percentage of our senior petty officers has never served aboard a carrier. Still, I feel that our crew has more than made up for their lack of experience through their enthusiasm and spirit, and, above all, through the training they have already undertaken. ⚓



Captain William E. Ramsey

## Ike Chief Yeoman Graduates Summa Cum Laude



One of the more pleasant tasks for Ike's skipper is the presentation of awards and honors to members of the crew. Recently, Captain William E. Ramsey added his congratulations when he presented a bachelor of science degree (summa cum laude) from the University of Maryland to Senior Chief Yeoman William M. Carter.

Carter, now assigned to Staff Carrier Air Wing One, earned the majority of his college credits by taking night courses at his last duty station. He also took College Level Examination Program (CLEP) and Defense Activity for Non-Traditional Education Support (DANTES) exams.

Also present to witness the ceremony was Commander Gary F. Wheatley, CO of Carrier Air Wing One. (Photo by PH2 Alleyne.)



# New Sea Pay

Eight years in planning, the Navy's proposal to increase sea pay rates for seagoing petty officers was recently approved by the Office of Management and Budget (OMB) and will be submitted to Congress for consideration. A basic objective of the proposal is to take the present \$30 million which is spent annually on sea pay and redistribute it in such a way as to provide meaningful recognition to sailors in critical seagoing duty.

Under new eligibility criteria, payments between \$25 and \$100 monthly will be made to qualified seagoing career petty officers. The \$25 rate will be paid for over three cumulative years of sea duty; this will increase to the \$100 maximum figure for more than 12 years of sea duty in a career.

The proposal also ties advancement to sea duty pay—a sailor will have to be promoted to third class petty officer before he is eligible for sea pay. Conversely, the more years a career sailor spends at sea, the more cash he can draw as sea pay. To be eligible for the \$100 scale, a sailor must have 12 years of sea duty on record.

Currently, sea pay is authorized for all enlisted sailors assigned to any class ship, embarked unit or staff. Levels are based on paygrade alone and range from \$8 for E1/2 to \$22.50 for a CPO.

Historically, sea pay in the U.S. Navy dates back to 1812. The present sea pay rates were approximately 10 percent of a sailor's monthly pay when they were established in 1949. These fixed rates have since dwindled to less than 3 percent of a sailor's basic pay.

The following helps to clarify points of the new proposal and explains how it will affect the seagoing career enlisted sailor:

**Q. Why is the Navy proposing such a change?**

**A.** The Navy currently spends approximately \$30 million for an insignif-

icant amount of sea pay to its enlisted members on sea duty. Purpose of the change is to redistribute this same sea pay money to provide meaningful recognition to those sailors in critical seagoing duty.

**Q. On what basis does the Navy propose to redistribute the sea pay dollars?**

**A.** The Navy believes that sea pay levels should be directly related to the total amount of sea duty a sailor has served over a career. To accomplish this, Navy proposes to make sea pay award levels directly proportional to a sailor's total cumulative years of sea duty served, with a minimum eligibility of three prior years of sea duty and petty officer status (E-4 or senior).

**Q. Why does the Navy propose minimum years of sea pay and paygrade criteria for sea pay eligibility?**

**A.** The minimum three years of sea duty criterion is proposed in recognition that many of our sailors specifically elected to join the Navy in order to serve at sea; not for the extra

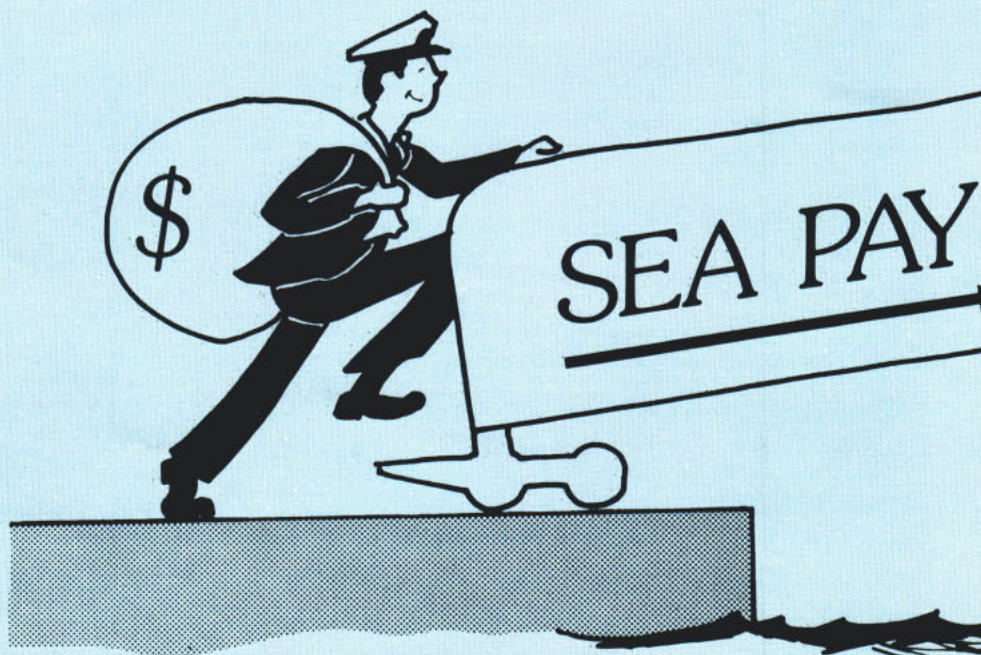
money represented by sea pay, but for the challenge and adventure of sea assignments. We are proposing the requirement to attain petty officer rank to emphasize that pay for duty at sea is tied to a career commitment on the part of our sailors and also to enhance the attractiveness of petty officer status.

**Q. Wouldn't the proposed entitlement criteria cause some members now receiving sea pay to become disoriented, and, if so, isn't this another benefit erosion?**

**A.** No. A "save-pay" provision was included in the plan to insure that personnel now in at-sea billets would not lose their sea pay upon implementation of the new plan. With the save-pay clause, no present benefit has been eroded.

**Q. How is the plan relevant to the young sailor?**

**A.** The new plan, when implemented, will not impact on the sailor with less than three years of cumulative experience at sea. The intent of





# Proposal Launched

the plan is to show recognition to our career petty officers serving at sea in arduous assignments. However, it is an incentive for a young sailor. If he continues to serve at sea and advance in rate, he knows that there is an added monetary gain for him in the years ahead.

**Q. Define the categories of sea duty which determine who is eligible for career sea pay.**

**A.** There are two categories:

Category A: Covers those petty officers who are assigned to units which perform their primary mission at sea—a combatant ship such as a destroyer

or aircraft carrier. Embarked personnel in such units will receive sea pay whether the ship is in or out of port.

Category B: Covers those petty officers who are assigned to units which perform their primary mission in port, such as a destroyer tender. When such a unit deploys they would receive sea pay on a month-by-month basis.

**Q. Will the new sea pay plan be an incentive for petty officers to remain at sea or volunteer for sea duty?**

**A.** The foremost intent of the career sea pay plan is to recognize those career petty officers who are serving in arduous sea billets approved by the Secretary of the Navy. However, for a young sailor at sea, the extra money can be considered a form of incentive to advance in rate and serve at sea.

**Q. When will Fleet sailors in approved billets actually see sea pay dollars reflected in their pay?**

**A.** That can't be determined now. Congress must approve the bill and until such time as the plan becomes law, it is impossible to say when the

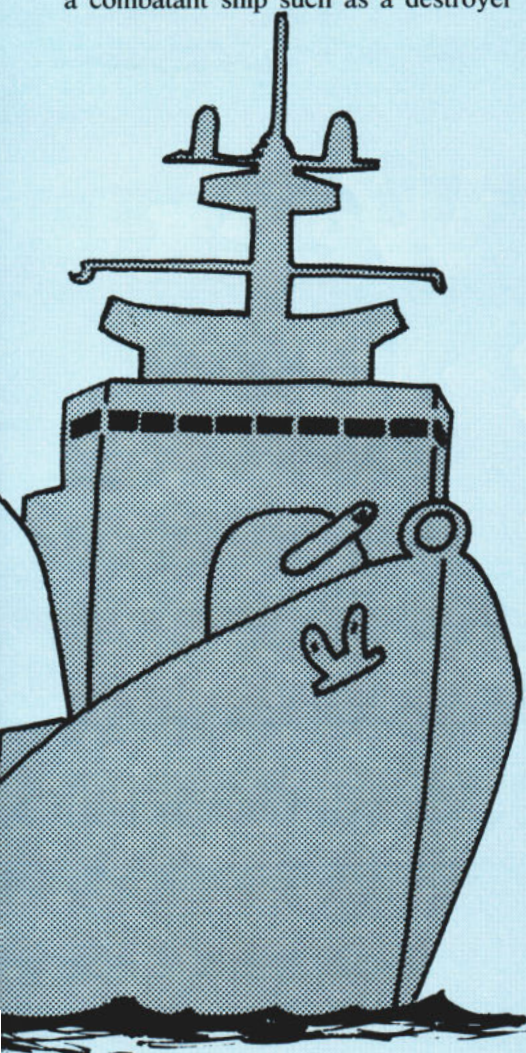
plan will go into effect.

**Q. Does this plan also pertain to enlisted Marines who serve at sea?**

**A.** Yes, for those who meet the criteria of three cumulative years at sea, who are in paygrades E-4 through E-9, and who are serving in units or staffs designated by the Secretary of the Navy as "truly arduous duty."

**Q. Will any aviation units (their personnel) be eligible for sea pay under the new plan?**

**A.** Yes. Those aviation units which deploy in sea going commands, such as squadrons or detachments embarked in carriers or other combatants, amphibious and support ships are eligible. For example, attack squadrons and Lamps helicopter detachments when deployed in ships will be eligible. However, when these same units are operating from shore installations, they would not qualify for sea pay under the new plan. ↓



## NEW PROPOSED CAREER SEA PAY 1978

Cumulative Years Sea Duty	Monthly Rate
OVER 3	\$ 25
OVER 5	\$ 35
OVER 7	\$ 45
OVER 9	\$ 55
OVER 10	\$ 65
OVER 11	\$ 75
OVER 12	\$100



# Black Americans in the Navy



\*

## Black History Week February 12-18

*"... Black History Week ... is much more than the observance of a race and their upward struggle to gain their rightful place in society. It is a time for all Americans to become more fully aware of the individual deeds and achievements of Blacks ... (who have enhanced) our nation and the United States Navy."*

*J. L. Holloway*  
J. L. Holloway III  
Admiral, U.S. Navy

\* *"Black Americans in the Navy" is the cover of a 48-page brochure which has been mailed recently to all Navy commands for use in recognizing the contributions of Black Navy men and women.*



**D**uring the War of 1812, Commodore Isaac Chauncey wrote the following to a captain in his command: "I have yet to learn that the color of the skin or the cut and trimmings of the coat can affect a man's qualifications or usefulness . . . ."

Late in World War II, Secretary of the Navy James Forrestal issued a similar statement which made the commodore's observation official Navy policy: "The Navy accepts no theories of racial differences in inborn ability, but expects that every man wearing his uniform be trained and used in accordance with his maximum individual abilities."

Separated by more than a century, these two naval leaders said in writing what all people know in their heart — the color of an individual's skin is not a determinant of ability, integrity or ambition. No man or woman's willingness to contribute, or actual accomplishment, can be discounted because of race.

Throughout more than 200 years of Navy history, Black Americans have served honorably at sea and on shore; they have distinguished themselves under fire and in time of peace. Of course, only the famous are remembered by name, yet those who helped keep our ships steaming and our defenses strong are legion. Though space precludes our listing more than a few, it is appropriate that some of the more outstanding officers, men and women be cited:



(L-R: Ione James, Louis James and RAdm. K. E. Wilson, Jr.)

● **Louis James** — Naval Sea Systems Command naval architect was one of the original members of the NavSea Deep Submergence group which worked on many projects connected with the certification of submarines. James received the Navy Superior Civilian Service Award for his work with the McCann Rescue Chambers. He managed the refurbishment and certification of the Navy's four McCann Rescue Chambers.

● **Jesse L. Brown** — Ensign Jesse L. Brown was the U.S. Navy's first Black aviator. On Dec. 4, 1950, while flying close support for Marines fighting near the Chosin Reservoir, Ensign Brown's plane was downed by enemy gunfire. Brown was

posthumously awarded the Distinguished Flying Cross and Air Medal for bravery. The Navy commissioned USS *Jesse L. Brown* (FF 1089) in his honor on Feb. 17, 1973.



● **Midshipman Third Class Janie Mines** — Was the first Black woman Midshipman to enter Naval Academy, reporting to Annapolis in July 1976. Her younger sister, Gwen, is a member of the class of 1981 which reported July 1977.

● **Commander Joan C. Bynum** — A 19-year Navy veteran, CDR Bynum recently made history when she became the Navy's first Black woman officer to be selected for captain. She is currently assigned to the Naval Regional Medical Center, Great Lakes.

● **Vice Admiral Samuel L. Gravely, Jr.** — Was first Black to graduate from a Midshipman School, graduating from Columbia University, N.Y., on Dec. 14, 1944. He was also the first Black commanding officer of a ship when he took command of USS *Falgout* (DER 324) in 1962; was first Black officer appointed to flag rank in June 1971; VADM Gravely attained his third star on Sept. 10, 1976, when he became Commander, U. S. Third Fleet.

● **Leonard R. Harmon** — Mess Attendant First Class Leonard Ray Harmon gave his life while protecting wounded during a battle against Japanese forces in November 1942. Harmon was posthumously awarded the Navy Cross for this heroic act. The Navy commissioned USS *Harmon* (DE 678) in his honor on Aug. 31, 1943. (*Harmon* was decommissioned on March 25, 1947.)

● **George Washington Carver** — Founded a new branch of chemistry, called chemurgy, defined as "the chemistry of the industrial use of organic raw materials." However, he is probably remembered most for the diverse products made from peanuts. The Navy commissioned USS *George Washington Carver* (SSBN 656) in his honor on June 15, 1966.

● **Dorie Miller** — Mess Attendant Third Class Doris (Dorie) Miller manned a machine gun during the attack on Pearl Harbor and reportedly destroyed two Japanese planes. For his actions Miller was awarded the Navy Cross. The Navy commissioned USS *Miller* (FF 1091) in his honor on June 30, 1973. ⚓



# Where Pilot and Computer

BY CATHERINE FELLOWS

The recently completed Air Combat Maneuvering Range off the North Carolina coast is the closest possible approach to actual combat conditions.

The only thing missing is the live firing of weapons.

An innovative and cost-effective means to train Navy pilots in air combat, the range is made up of four offshore towers and three land-based towers, each holding an instrument

*Photo by LCDR G. Cullison.*

package feeding information directly into a centralized computer.

During training, a pilot arms and triggers his weapon system just as he would in actual combat. A missile-shaped pod attached to the aircraft electronically simulates his offensive maneuvers, transmitting data through the strategically placed towers to the computer. Whatever the pilot sees through his windscreen, the computer reconstructs for the instructor: aircraft position, altitude, safety conditions, inter-aircraft values, hit or miss results. The instructor can then communicate results and advice to the pilot via radio.

The four offshore towers were erected last summer to avoid adverse weather conditions notorious to the Cape Hatteras area during most of the year. Navy engineers had designed structures which could withstand 62-foot waves, two-to-four-knot currents, 140-mile-per-hour winds and temperatures ranging from freezing to 100 degrees. Lifespan of the towers is 20 years. They are triangular in shape and are anchored in place by steel pilings driven through the hollow legs 250 feet into the ocean floor. They stand in 100 feet of water.

Encompassing a 30-mile circle, the towers are located east of Kitty Hawk, N.C. Three land-based towers are along the outer banks of the coastline.

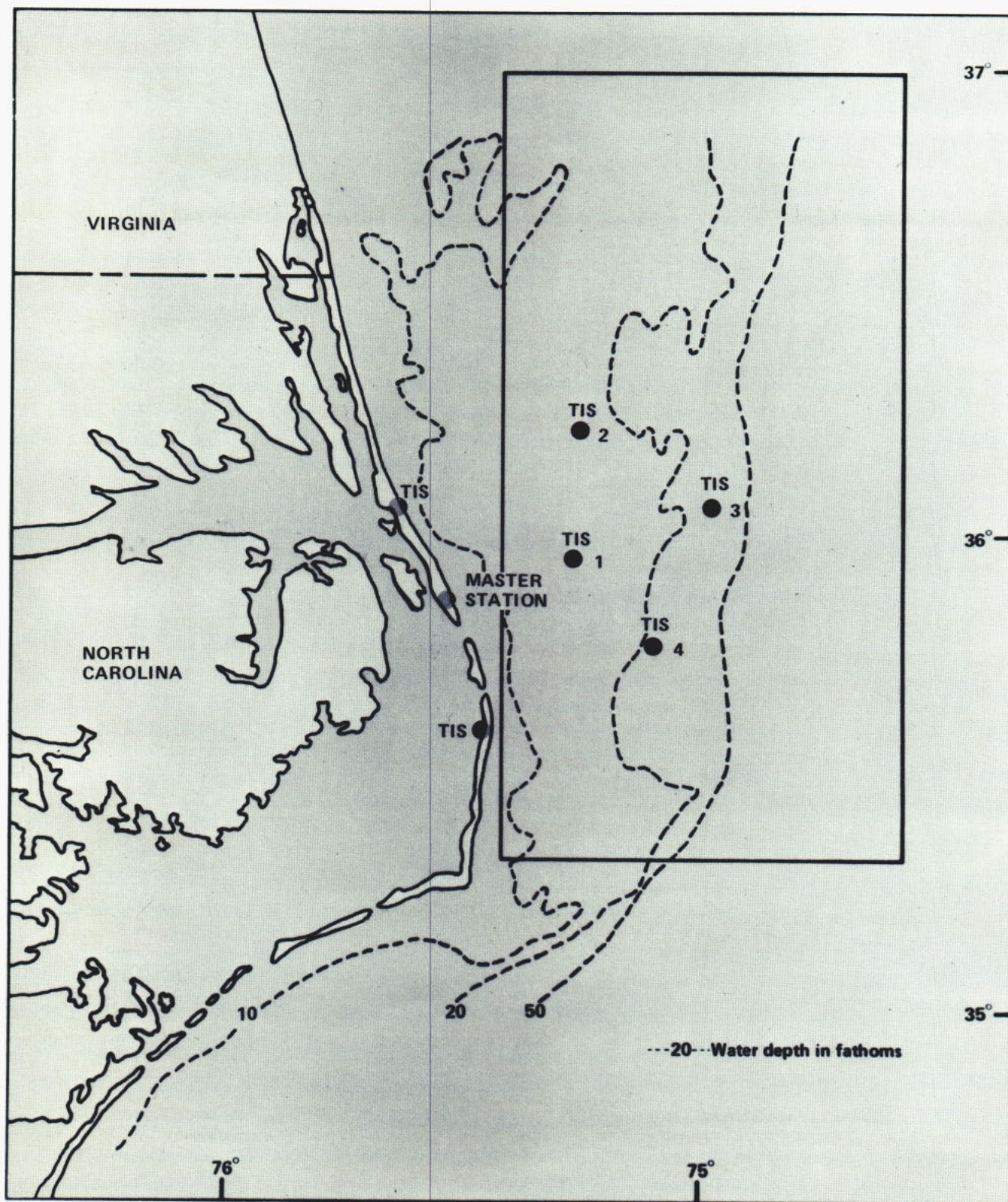
On the top level of each tower is a solar screen (powered by solar energy), navigational lights, foghorn and the electronic package. The system can track and monitor 20 aircraft over a 1,600-square mile range, up to 60,000 feet.

With this unique air combat maneuvering range, pilot proficiency is expected to double—a visible example of the Navy's ability to use imaginative ocean construction engineering to enhance fleet readiness. ⚓





# Team Up





# Mail Buoy

## First WWII Shot

SIR: Regarding "For the Navy Buff," in the October 1977 issue, you correctly state that the USS *Ward* fired the first shot in the war in the Pacific, but the question was "Who fired the first U.S. shot of World War II?"

As far as most of the world was concerned, that war began in September, 1939, and I can name two vessels that might make claim to priority over the *Ward*. On Oct. 16, 1941, the USS *Kearney* (DD 432) was escorting convoy SC 48 in the North Atlantic when U-boats attacked. *Kearney* made several counterattacks that night and was torpedoed during the middle watch. She was able to make port under her own steam.

If you do not accept depth charge patterns as shots, how about the USS *Salinas* (AO 19)? When she was torpedoed in convoy on a return passage from Iceland on Oct. 30, she settled to her normal load line (she was in ballast). A submarine surfaced and fired three more fish at her which all missed, and *Salinas* replied with her stern gun. She, too, was able to get home. Not so lucky was the USS *Reuben James* (DD 245), torpedoed and sunk Oct. 31.—Philip Chaplin, LT, RCNR (Ret)

## Advancement Path

SIR: In your September issue, you stated that the F 1/c to PO2 (advancement) went out in 1926. I entered the Navy in April 1943 and it was very much still in effect. I made F 1/c which paid \$78 a month while a deck force PO3 also made \$78 a month. As you see, they had the crow (which at Pearl Harbor during the war meant they could stay out an hour later than we non-rated men.) When you got promoted you went to PO2. This was changed in 1944 when all F 1/c were made third class petty officers. I went to MoMM3/c.—W. F. Berry, ENCM, USNR-R.

## Photo Credit

SIR: While YN1 Jay Fox was pleased (flabbergasted would have been a more accurate description) to see one of his photos on the inside front cover of September's ALL HANDS, he would have

been even more pleased to have received a photo credit for it. However, knowing how easily names can be separated from photos, I am sure the oversight was most unintentional.

For the record, the names of the individuals in the photo are: (top) HM1 "Doc" Hal Dietz, (middle) CT13 Paul Stander and CTA2 Greg McCombs.—Sharon Shelton Brown.

◆ *Since we had no record of the photographer of this particular photo, your letter helped solve yet another mystery. Photographs submitted to ALL HANDS should always have complete captioning data and the photographer's name and activity firmly attached so that we can give credit where credit's due. Keep those good photos coming.—ED.*

## Exchange Catalog

SIR: In the Currents section of the August 1977 ALL HANDS, a reference was made to a mail order catalog put out by the Yokosuka Navy Exchange Mail Order Program. Do you have any information on what merchandise is offered in this catalog and how the program works? Also, is an inactive duty drilling reservist eligible to participate in this program? —DPI Lofting.

◆ *The Navy Exchange Yokosuka Mail Order Catalog is for use only by authorized customers serving with (or on temporary duty with) U.S. Forces or designated Government organizations stationed outside the continental United States (except Hawaii). Essentially, the catalog contains a selection of foreign merchandise items that are normally available on the local economy overseas. The purpose of the catalog is to provide overseas personnel with a single, reliable source for obtaining this merchandise at the lowest practical price.—ED.*

## Another Runner

SIR: Regarding your article in the Bearings section of the August '77 issue on Marine Captain T. P. Carney's finishing time and place in the 1977 Boston Marathon: I also ran the 1977 Boston Marathon and officially finished in 2 hours, 57 minutes and 4 seconds placing 729th.

The official record book of computer-

ized results has Thomas P. Carney placing 1,735th with a time of 3 hours, 26 minutes and 5 seconds. There were so many service people that finished ahead of me in super times that I did not think my finish was anything to write about.—R.B. Hoffman, LT, USN.

## Maryland's Own

SIR: I saw on the inside front cover of your September issue a picture taken aboard the USS *Constellation*. Being from Maryland, I grow a little weary of hearing only about the USS *Constitution*. I even had to correct my naval history teacher in boot camp (although I did so very carefully) when he told us the *Constitution* was the only one of the six original still afloat.

If the facts be known, I think you'll find that the USS *Constellation* had just as glorious a career if not more so than the USS *Constitution*. S.L. Schottroff, ETR3, USN.

# Reunions

◆ USS *Cloues* (DE 265). Reunion June 20-22 at Sheraton Inn, Winston Salem, N.C. Contact Robert S. Summers, Rt. 3, Box 498, Wilkesboro, N.C. 28697.

◆ PT Boats. Reunion planned. Anyone who served in PT Boats, Bases, Tenders, Supply Communications, Casu Units, or were in any way connected with PT Boats. Contact J. M. "Boats" Newberry, P.O. Box 109, Memphis, Tenn. 38101.

◆ USS *Knapp* (DD 653). Reunion July 6-8, Hickory, N.C. World War II shipmates and those who served aboard in later years. Contact Francis Wickenheiser, 1109 Pleasure Rd., Lancaster, PA. 17601.

◆ Naval Air Transport Service. Reunion planned in 1979. All VR Squadrons, Active and Reserve. Contact Capt. Alvin May, Jr., 1015 West South Ave., Independence, Mo. 64050.

◆ U.S. Naval Group China Veterans/Sino-American Cooperative Organization. Reunion June 15-17 at South Seas Plantation, Captiva Island, Fla. Contact CDR R. L. Dormer, P.O. Box #9, Sanibel Island, Fla. 33957.





## USS O. H. PERRY Commissioned

The lead ship of a new class of frigates—designed to protect replenishment groups, amphibious forces and merchant shipping—joined the fleet at Bath, Me., on 17 December. *USS Oliver Hazard Perry* (FFG 7) was delivered by Bath Iron Works 30 days ahead of schedule, with no unresolved contract or technical issues to blight the commissioning ceremony.

Principal speaker at the event was Chief of Naval Operations Admiral James L. Holloway III, who stated that *Perry* "...represents, in the best sense, the business-like cooperation that is possible between Navy and civilian shipbuilders."

Also present was one of the ship's co-sponsors — Mrs. Morgan Hebard, great-great-granddaughter of the ship's namesake, Commodore Oliver Hazard Perry. The commodore is best remembered for his defeat of the British Fleet on Lake Erie in the War of 1812. *Perry's* other sponsor was Mrs. Donald Rumsfeld, wife of the former Secretary of Defense.

Powered by gas turbines which enable her to get underway in minutes rather than hours, the 3,600-ton *Perry* is 445 feet long with a beam of 45 feet. Capable of operating at speeds in excess of 28 knots, the new frigate is armed with surface-to-air and surface-to-surface missiles, a new model 76MM rapid fire gun, anti-submarine torpedoes and two LAMPS helos. She has a crew of 11 officers and 153 enlisted men. (See related story in Aug. '77 All Hands). Photos by Dave Wilson and PHC Richard Pendergist.







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